PARLIAMENTARY DEBATES

(PART I—QUESTIONS AND ANSWERS)

OFFICIAL REPORT

VOLUME I, 1950

(1st February to 13th March, 1950)

FIRST SESSION

OF

PARLIAMENT OF INDIA

1950

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CORRIGENDA

In the Parliamentary Debates (Part I—Questions and Answers), First Session, 1950—

In Volume I,—

1. No. 3, dated the 3rd February, 1950,—
   (i) Page 55, line 8, *for* "*Shiromoni*" *read* "*Shiromani*";
   (ii) Page 68, line 18 from bottom, *for* "**Seht**" *read* "**Seth**";
2. No. 4, dated the 6th February, 1950,—
   (i) Page 70, line 19 from bottom, *after* "Will" *insert* "the";
   (ii) Page 82, *omit* line 10;
3. No. 5, dated the 7th February, 1950,—
   (i) Page 98, line 4 from bottom, *for* "or" *read* "of";
   (ii) Page 112, line 9, *for* "fields" *read* "oil-fields";
4. No. 6, dated the 8th February, 1950,—
   (i) Page 136, last line, *for* "does not go" *read* "goes";
   (ii) Page 139, line 21 from bottom, *for* "**Sadar**" *read* "**Sardar**";
   (iii) Page 140, line 11 from bottom, *for* "peased" *read* "pleased";
   (iv) Page 143, line 11 from bottom, *for* "delaying" *read* "defying";
5. No. 7, dated the 9th February, 1950,—
   Page 174, last line, *for* "(52)" *read* "(25)";
6. No. 8, dated the 10th February, 1950,—
   (i) Page 195, line 11, *for* "completed" *read* "complete";
   (ii) Page 204, line 4, *for* "lakhs" *read* "lakh";
7. No. 9, dated the 13th February, 1950,—
   Page 208, line 8, *after* "in" *insert* "a";
8. No. 11, dated the 16th February, 1950,—
   (i) Page 280, line 3, *after* "apart" *insert* "from";
   (ii) Page 281, *insert* "IMPROVEMENT OF TOBACCO CULTIVATION" as heading to Starred Question No. 270;
9. No. 13, dated the 20th February, 1950,—
   (i) Page 327, line 2, *for* "Wil" *read* "Will";
   (ii) Page 335, lines 2 and 3, *for* "hydrometeorologica" *read* "hydro-meteorological";
   (iii) Page 348, line 18, *for* "*No. P-65/50*" *read* "*No. P-64/50*";
10. No. 14, dated the 21st February, 1950,—
   (i) Page 386, line 3 from bottom, *before* "Will" *insert* "(a)";
   (ii) Page 388, in heading to Unstarred Question No. 49, *for* "AUD" *read* "AND";

11. No. 15, dated the 22nd February, 1950,—

Page 415, line 10 from bottom, *for* "*Appendix I*" *read* "*Appendix III*";

12. No. 16, dated the 23rd February, 1950,—

(i) Page 423, line 8, *for* "**Railway**" *read* "**Railways**";

(ii) Page 424, line 12, *after* "Railway" *insert* "survey" and line 27, *for* "have" *read* "has";

(iii) Page 444, line 9 from bottom, *for* "Sum" *read* "Sun";

13. No. 17, dated the 24th February, 1950,—

(i) Page 471, line 4 from bottom, *for* "catting" *read* "calling";

(ii) Page 472, line 19, *for* "Government" *read* "Governments";

14. No. 18, dated the 27th February, 1950,—

(i) Page 490, line 2, *for* "had" *read* "hard";

(ii) Page 500, *for* existing heading to Starred Question No. 580, *read* "EXPORT OF MICA";

15. No. 19, dated the 28th February, 1950,—

(i) Page 516, line 1, *for* "remissi of th" *read* "remission of the";

(ii) Page 522, line 1, *for* "lik" *read* "likely";

(iii) Page 526, line 8 from bottom, *before* "discontinue" *insert* "to" and *for* "telegram" *read* "telegrams";

16. No. 20, dated the 1st March, 1950,—

(i) Page 553, last line, *omit* "the" *before* "so-called";

(ii) Page 554, line 17, *for* "Gove nment" *read* "Government";

(iii) Page 560, line 16, *for* "re-introduction" *read* "re-introduced";

17. No. 21, dated the 2nd March, 1950,—

(i) Page 567, line 14 from bottom, *after* "put" *insert* "up";

(ii) Page 578, line 2 from bottom, *after* "that" *insert* "may";

(iii) Page 585, in heading to Starred Question No. 609, *for* "PPERSONS" *read* "PERSONS";

18. No. 22, dated the 6th March, 1950,—

Page 616, line 1, *before* "limits" *insert* "age";

19. No. 23, dated the 7th March, 1950,—

Page 640, lines 1 and 2, *for* "Infomation" *read* "Information";

20. No. 24, dated the 8th March, 1950,

Page 658, line 3, *for* "ot" *read* "to";

21. No. 26, dated the 10th March, 1950,—

Page 717, line 14, *for* "not" *read* "note";

22. No. 27, dated the 11th March, 1950,—

(i) Page 749, line 10, *for* "pudchase" *read* "purchase";

(ii) Page 755, line 2 from bottom, *for* "corruption" *read* "consumption";

23. No. 28, dated the 13th March, 1950,—

(i) Page 787, line 8, *for* "outpt" *read* "output";

(ii) Page 788, line 17, *for* "is" occurring after "There" *read* "are";

In Volume II,—

24. No. 1, dated the 14th March, 1950,—
    (i) Page 825, line 6 from bottom, *for* "Ferbuary" *read* "February";
    (ii) Page 833, line 16 from bottom, *for* "Far" *read* "far";

25. No. 2, dated the 15th March, 1950,—
    Page 857, line 16, *for* "Boys" *read* "Boy";

26. No. 4, dated the 17th March, 1950,—
    (i) Page 899, *for* line 22, *read* "that if he was invited he would be prepared to come again, and, if so, is there";
    (ii) Page 901, *omit* line 9 from bottom;
    (iii) Page 918, in heading to Starred Question No. 944, *for* "COMMUNICATN" *read* "COMMUNICATION";

27. No. 5, dated the 20th March, 1950,—
    Page 927, line 11 from bottom, *for* "instalments" *read* "instalmental";

28. No. 6, dated the 21st March, 1950,—
    Page 963, *for* existing last two lines *read* "**Dr. S. P. Mookerjee**: I think that question will arise after the Institute comes into existence";

29. No. 8, dated the 23rd March, 1950,—
    Page 1020, line 14 from bottom, *for* "moring" *read* "morning";

30. No. 9, dated the 24th March, 1950,—
    Page 1059, line 21, *for* "pltased" *read* "pleased";

31. No. 10, dated the 27th March, 1950,—
    (i) Page 1075, line 5 from bottom, *for* "go" *read* "got";
    (ii) Page 1082, line 3 from bottom, *after* "of" *insert* "the";
    (iii) Page 1101, last line, *for* "strinency" *read* "stringency";

32. No. 11, dated the 29th March, 1950,—
    (i) Page 1125, *omit* line 5 from bottom and after line 3 from bottom, *insert* "*Appendix VI, Annexure No. 5*";
    (ii) Page 1131, line 1, *after* "block" *insert* "grant";
    (iii) Page 1138, line 20, *for* "Cindhya" *read* "Vindhya";

33. No. 12, dated the 30th March, 1950,—
    (i) Page 1172, *omit* line 16 and in line 17, *for* "1848" *read* "1948";
    (ii) Page 1177, in heading to Starred Question No. 1252, *for* "IMMIGRANTS" *read* "INSURGENTS";

34. No. 13, dated the 31st March, 1950,—
    Page 1213, line 23, *for* "1:74 and 1:17" *read* "1·74 and 1·17";

35. No. 14, dated the 1st April, 1950,—
    Page 1242, line 18 from bottom, *for* "1335" *read* "1926".

36. No. 15, dated the 3rd April, 1950,—

(i) Page 1254, line 1, *for* "**Dr. P. S. Mookerjee**" *read* "**Dr. S. P. Mookerjee**";

(ii) Page 1263, line 16 from bottom, *for* "*rehbiwalas*" *read* "*Rahriwalas*";

(iii) Page 1271, line 9 from bottom, *for* "Ministry" *read* "Minister";

37. No. 16, dated the 4th April, 1950,—

(i) Page 1282, line 2 from bottom, *for* "happend" *read* "happened" and line 1 from bottom, *omit* "here";

(ii) Page 1291, line 5 from bottom, *after* "that" *insert* "may be";

38. No. 18, dated the 6th April, 1950,—

(i) Page 1353, in heading to Starred Question No. 1467, *for* "EXPERTS" *read* "EXPORTS"; line 21, *for* "4" *read* "41" and line 6 from bottom, *for* "spending" *read* "sending";

(ii) Page 1354, line 4, *for* "hunred" *read* "hundred";

(iii) Page 1372, line 1, *for* "(i)" *read* "(ii)";

39. No. 19, dated the 8th April, 1950,—

(i) Page 1379, line 16, *after* "fact" *insert* "that";

(ii) Page 1388, line 5, *for* "ond" *read* "and" and line 15, *for* "held" *read* "help";

40. No. 20, dated the 10th April, 1950,—

Page 1438, last line, *for* "of broadcasting is completed" *read* "devolved upon the Government of India?";

41. No. 21, dated the 11th April, 1950,—

Page 1460, line 11, *for* "No. II" *read* "No. 11";

42. No. 22, dated the 12th April, 1950,—

(i) Page 1486, lines 2 and 1 from bottom, *for* "intstituted" *read* "instituted";

(ii) Page 1496, between lines 12 and 13 from bottom, *insert* "STATEMENT BY MINISTER OF STATE FOR TRANSPORT *re* EXPENDITURE IN ASSAM";

(iii) Page 1499, in heading to Starred Question No. 1664, *for* "NDORE" *read* "INDORE";

(iv) Page 1501, line 9 from bottom, *for* "Telgu" *read* "Telugu";

43. No. 23, dated the 14th April, 1950,—

Page 1505, line 8, *for* "**Homes**" *read* "**Home**";

44. No. 25, dated the 17th April, 1950,—

(i) Page 1572, line 8, *for* "acrerage" *read* "acreage";

(ii) Page 1594, line 5, *for* "Project" *read* "Projects";

(iii) Page 1597, line 3 from bottom, *after* "to" *insert* "a";

(iv) Page 1598, line 20 from bottom, *for* "1773" *read* "1783";

(v) Page 1603, in heading to Starred Question No. 1794, *for* "SERDS" *read* "SEEDS";

In Volume III,—

45. No. 1, dated the 18th April, 1950,—

(i) Page 1622, line 2 from bottom, *for* "28,73" *read* "28,739";

(ii) Page 1634, in heading to Starred Question No. 1795, *for* "INCUME-TAX" *read* "INCOME-TAX";

(iii) Page 1636, in heading to Starred Question No. 1827, *for* "KAMPUR" *read* "KAMALPUR";

46. No. 2, dated the 19th April, 1950,—

(i) Page 1657, line 3 from bottom, *for* "loging" *read* "losing"; and

(ii) Page 1670, line 9, *for* "*kutch*" *read* "*Kutcha*".

In Volume 1,—

1. No. 9, dated the 13th February, 1950,—

(i) पृष्ठ २१२, पंक्ति २ पर "भेज" की जगह "भेजे" पढ़ें।

(ii) पृष्ठ २१२, पंक्ति नीचे से ऊपर को ६ पर "हे" की जगह "है" पढ़ें।

(iii) पृष्ठ २१३, पंक्ति ५ पर "जारीं" की जगह "जारी" पढ़ें।

2. No. 11, dated the 16th February, 1950.—

पृष्ठ २६७, पंक्ति ३२ पर "मंजूर" की जगह "मंजूर" पढ़ें।

3. No. 12, dated the 17th February, 1950,—

(i) पृष्ठ २९५, पंक्ति १० पर "ह" की जगह "हर" पढ़ें।

(ii) पृष्ठ २९५, पंक्ति ११ पर "इसक" की जगह "इसके" पढ़ें।

(iii) पृष्ठ २९७, पंक्ति २९ पर "जवान" की जगह "जवाब" पढ़ें।

(iv) पृष्ठ २९७, पंक्ति नीचे से ऊपर को ४ पर "पूंछना" की जगह "पूछना" पढ़ें।

(v) पृष्ठ ३०२, पंक्ति ५ पर "गोविन्द" की जगह "गोविन्द" पढ़ें।

(vi) पृष्ठ ३०२, पंक्ति ६ पर "मै" की जगह "में" तथा "वज्ञानक" की जगह "वैज्ञानिक" पढ़ें।

(vii) पृष्ठ ३०२, पंक्ति १३ पर "बिठई" की जगह "बिठाई" पढ़ें।

(viii) पृष्ठ ३०२, पंक्ति २३ पर "।" की जगह "?" पढ़ें।

(ix) पृष्ठ ३०३, पंक्ति २९ पर "रिकमडेशन्स" की जगह "रिकमेंडेशन्स" पढ़ें।

4. No. 14, dated the 21st February, 1950,—

(i) पृष्ठ ३६०, पंक्ति ३१ पर "कोर्टस" की जगह "कोर्ट्स" पढ़ें।

(ii) पृष्ठ ३७१, पंक्ति २४ पर "उसस" की जगह "उससे" पढ़ें।

5. No. 16, dated the 23rd February, 1950,—

(i) पृष्ठ ४२८, पंक्ति २ पर "पढ़ा" की जगह "पढ़ा" पढ़ें।

(ii) पृष्ठ ४२८, पंक्ति १० पर "भाजीं" की जगह "भाजी" पढ़ें।

(iii) पृष्ठ ४२८, पंक्ति ११ पर " बक्त " की जगह " वक्त " पढ़ें।

(iv) पृष्ठ ४२८, पंक्ति नीचे से ऊपर को ९ पर " राशन का " की जगह " राशन कार्ड " पढ़ें।

(v) पृष्ठ ४३१, पंक्ति १४ पर " बड़ढी " की जगह " कुड्ढी " पढ़ें।

6. No. 17, dated the 24th February, 1950,—

पृष्ठ ४७१, पंक्ति नीचे से ऊपर को ११ " यूनीवर्सिट " की जगह " यूनिवर्सिटी " पढ़ें।

7. No. 20, dated the 1st March, 1950,—

पृष्ठ ५६०, पंक्ति १९ पर " सर्विसेज " की जगह " सर्विसेज " पढ़ें।

8. No. 23, dated the 7th March, 1950,—

पृष्ठ ६४८, पंक्ति २३ पर " गवर्नमट " की जगह " गवर्नमेंट " पढ़ें।

9. No. 26, dated the 10th March, 1950,—

पृष्ठ ७२७, पंक्ति नीचे से ऊपर को ५ पर " उन ो " की जगह " उनको " पढ़ें।

In Volume II,—

10. No. 2, dated the 15th March, 1950,—

(i) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ८ पर " गेविन्ददास " की जगह " गोविन्द दास " पढ़ें।

(ii) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ७ पर " गार्डस " की जगह " गार्ड्स " पढ़ें।

(iii) पृष्ठ ८४४, पंक्ति २० पर " नहीं " की जगह " न ही " पढ़ें।

11. No. 6, dated the 21st March, 1950,—

(i) पृष्ठ ९५०, पंक्ति नीचे से ऊपर ४ पर " ट्रेंड " की जगह " ट्रेड " पढ़ें।

(ii) पृष्ठ ९६८, पंक्ति १८ पर " ीडिंग रोड " की जगह " रीडिंग रोड " पढ़ें।

12. No. 15, dated the 3rd April 1950,—

पृष्ठ १२६५, पंक्ति ३ पर " है " की जगह " है " पढ़ें।

13. No. 17, dated the 5th April, 1950,—

पृष्ठ १३३२, पंक्ति २६ पर " बहत " की जगह " बहुत " पढ़ें।

14. No. 18, dated the 6th April, 1950,—

पृष्ठ १३५३, पंक्ति २२ पर " जितनात " की जगह " जितना " पढ़ें।

15. No. 24, dated the 15th April, 1950,—

(i) पृष्ठ १५४३, पंक्ति नीचे से ऊपर ५ पर " ओर " की जगह " और " पढ़ें।

(ii) पृष्ठ १५४७, पंक्ति १९ पर " अनुसन्धान " की जगह " अनुसंधान " पढ़ें।

16. No. 25, dated the 17th April, 1950,—

(i) पृष्ठ १५७२, पंक्ति ४ पर " जेंक " की जगह " जोंक " पढ़ें।

(ii) पृष्ठ १५७२, पंक्ति ५ पर " याजना " की जगह " योजना " पढ़ें।

In Volume III,—

17. No. 1, dated the 18th April, 1950,—

पृष्ठ १६१६, पंक्ति १० पर " करें " की जगह " करेंगे " पढ़ें।

In Volume I—

1. No. 7, dated the 9th February, 1950.

صفحہ ۱۵۷ - نیچے سے سطر ۱۱ - "مانی" کے بجائے "مانیہ" پڑھیں -

2. No. 9, dated the 13th February, 1950.

(۱) صفحہ ۲۱۰ - نیچے سے سطر ۴ - "آف" کے بجائے "ایف" پڑھیں -
(۲) صفحہ ۲۱۱ - سطر ۱۱ - "ارو" کے بجائے "اور" پڑھیں -

3. No. 12, dated the 17th February, 1950.

صفحہ ۳۱۲ - سطر ۱۶ - "انہ" کے بجائے "الہ" پڑھیں -

4. No. 14, dated the 21st February, 1950.

(۱) صفحہ ۳۷۷ - نیچے سے سطر ۱۶ - "الٹھی" کے بجائے "اکٹھی" پڑھیں -
(۲) صفحہ ۳۷۸ - سطر ۱۱ - "تسم" کے بجائے "تمام" پڑھیں -

5. No. 17, dated the 24th February, 1950.

(۱) صفحہ ۴۶۵ - سطر ۲۰ - "کہ" کے بجائے "کا" پڑھیں -
(۲) صفحہ ۴۶۷ - نیچے سے سطر ۴ - "مولاما" کے بجائے "مولانا" پڑھیں -
(۳) صفحہ ۴۷۶ - نیچے سے سطر ۳ - "اللا" کے بجائے "اللہ" پڑھیں -

6. No. 20, dated the 1st March, 1950.

(۱) صفحہ ۵۵۴ نیچے سے سطر ۱۷ - "ارادہ" کے بجائے "آزاد" پڑھیں -
(۲) صفحہ ۵۶۳ - سطر ۱ - "ضروری" کے بجائے "ضروری" پڑھیں -

7. No. 21, dated the 2nd March, 1950.

صفحہ ۵۸۷ - سطر ۱۸ - "ہوتے" کے بجائے "ہونے" پڑھیں -

8. No. 23, dated the 7th March, 1950.

(۱) صفحہ ۶۳۱ - سطر ۱۷ - "مریکہ" کے بجائے "امریکہ" پڑھیں -
(۲) صفحہ ۶۴۷ - نیچے سے سطر ۴ - "سے" کے بجائے "سب" پڑھیں -
(۳) صفحہ ۶۴۷ - نیچے سے سطر ۷ - "دیجانی" کے بجائے "دیجاتی" پڑھیں -

9. No. 26, dated the 10th March, 1950.

(۱) صفحہ ۷۲۵ - سطر ۷ - "شمجھی" کے بجائے "سمجھی" پڑھیں -
(۲) صفحہ ۷۲۵ - سطر ۸ - "پیکلک" کے بجائے "پیکلنگ" پڑھیں -
(۳) صفحہ ۷۲۷ - سطر ۵ - "جی - ایس - مسافر" کے بجائے "گیانی جی - ایس - مسافر" پڑھیں -
(۴) صفحہ ۷۲۷ - سطر ۱۰ - "رقسم" کے بجائے "رقم" پڑھیں -
(۵) صفحہ ۷۲۸ - سطر ۲ - "پھی" کے بجائے "بھی" پڑھیں -
(۶) صفحہ ۷۲۸ - نیچے سے سطر ۱۵ - "اللا" کے بجائے "اللہ" پڑھیں -
(۷) صفحہ ۷۲۸ - نیچے سے سطر ۱۵ - "کرے" کے بجائے "کرنے" پڑھیں -
(۸) صفحہ ۷۳۰ - نیچے سے سطر ۶ - "ساھتئے" کے بجائے "ساھتیہ" پڑھیں -
(۹) صفحہ ۷۳۰ - نیچے سے سطر ۷ - "نوکریوی" کے بجائے "نوکریوں" پڑھیں -
(۱۰) صفحہ ۷۳۰ نیچے سے سطر ۱۲ - "بادے" کے بجائے "بارے" پڑھیں -
(۱۱) صفحہ ۷۳۵ - نیچے سے سطر ۱۰ - "افرار" کے بجائے "افراد" پڑھیں -
(۱۲) صفحہ ۷۳۵ - نیچے سے سطر ۱۴ - "گوا" کے بجائے "گولا" پڑھیں -

10. No. 27, dated the 11th March, 1950.

صفحہ ۷۵۱ - نیچے سے سطر ۳ - "اور وہ" کے بجائے "اور وہ" پڑھیں -

In Volume II—

1. No. 2, dated the 15th March, 1950.

(۱) صفحہ ۸۵۳ - نیچے سے سطر ۹ - "۴۰" کے بجائے "۴۰" پڑھیں -

(۲) صفحہ ۷۵۴ - سطر ۱۶ - "پڑھلے" کے بجائے "بڑھلے" پڑھیں -

2. No. 5, dated the 20th March, 1950.

صفحہ ۹۳۹ -نیچے سے سطر ۳ - "آراد" کے بجائے "آزاد" پڑھیں -

3. No. 11, dated the 29th March, 1950.

(۱) صفحہ ۱۱۰۷ نیچے سے سطر ۳ - "بوتیر" کے بجائے "بوتیز" پڑھیں -

(۲) صفحہ ۱۱۱۵ - سطر ۱ - "رنگناھن" کے بجائے "رنگناتھن؟" پڑھیں -

(۳) صفحہ ۱۱۳۰ - نیچے سے سطر ۱۳ - "آرگیانائز" کے بجائے "آرگنائز" پڑھیں -

4. No. 20, dated the 10th April, 1950.

(۱) صفحہ ۱۴۰۸ - سطر ۱۸ - "رکھ دیہ" کے بجائے "رکھ دیا" پڑھیں -

(۲) صفحہ ۱۴۲۲ - سطر ۱۱ - "مدر" کے بجائے "مدد" پڑھیں -

5. No. 23, dated the 14th April, 1950.

(۱) صفحہ ۱۵۰۰ - نیچے سے سطر ۱۲ - "ھاوس" کے بجائے "ھاؤس" پڑھیں -

(۲) صفحہ ۱۵۱۲ - سطر ۷ - "مولاسا" کے بجائے "مولانا" پڑھیں -

(۳) صفحہ ۱۵۱۲ - نیچے سے سطر ۴ - "کرن" کے بجائے "کرکے" پڑھیں -

(۴) صفحہ ۱۵۱۶ - سطر ۴ - "فورا" کے بجائے "فوراً" پڑھیں -

(۵) صفحہ ۱۵۱۶ - نیچے سے سطر ۱۲ - "۷۷۱۰" کے بجائے "۷۷۲۰" پڑھیں -

(۶) صفحہ ۱۵۱۸ - سطر ۳ - "دلاونگا" کے بجائے "دلاؤنگا" پڑھیں -

(۷) صفحہ ۱۵۲۵ - نیچے سے سطر ۲ - "۱۹۴۱ء" کے بجائے "۱۹۴۹ء" پڑھیں -

6. No. 24, dated the 15th April, 1950.

(۱) صفحہ ۱۵۴۷ - سطر ۶ - "اللا" کے بجائے "اللہ" پڑھیں -

(۲) صفحہ ۱۵۴۹ - سطر ۴ - "اللا" کے بجائے "اللہ" پڑھیں -

In Volume III—

1. No. 1, dated the 18th April, 1950.

(۱) صفحہ ۱۶۰۸ - سطر ۱۲ - "ازاد" کے بجائے "آزاد" پڑھیں -

(۲) صفحہ ۱۶۰۸ - نیچے سے سطر ۹ - "زپورٹ" کے بجائے "رپورٹ" پڑھیں -

(۳) صفحہ ۱۶۰۹ - سطر ۹ - "آزا" کے بجائے "آزاد" پڑھیں -

(۴) صفحہ ۱۶۱۵ - سطر ۱ - "ایھں" کے بجائے "ایس" پڑھیں -

(۵) صفحہ ۱۶۱۶ - نیچے سے سطر ۱۹ - "انڈسٹریل" کے بجائے "انڈسٹریل" پڑھیں -

(۶) صفحہ ۱۶۰۱ - سطر ۷ - "لے" کے بجائے "کے" پڑھیں -

(۷) صفحہ ۱۶۲۱ - نیچے سے سطر ۱۷ - "تیو" کے بجائے "تہار" پڑھیں -

(۸) صفحہ ۱۶۲۲ - سطر ۱۲ - "م" کے بجائے "ھم" پڑھیں -

(۹) صفحہ ۱۶۲۲ - سطر ۱۳ - "نفریلس" کے بجائے "کانفریلس" پڑھیں -

(۱۰) صفحہ ۱۶۲۵ - نیچے سے سطر ۱۲ - "درایہ" کے بجائے "درامد" پڑھیں -

PARLIAMENTARY DEBATES

(PART I—QUESTIONS AND ANSWERS)

Tuesday, 21st February, 1950

The House met at a Quarter to Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

ECONOMY IN DEFENCE EXPENDITURE

*392. **Shri Sidhva:** (a) Will the Minister of **Defence** be pleased to state whether any economy cut had been proposed during the year 1949 for the Armed Forces of all kinds?

(b) If so, to what extent has it been applied and what economy has actually been effected?

(c) If not, do Government intend to retrench any of the items of expenditure under this head?

The Minister of Defence (Sardar Baldev Singh): (a) The necessity for strict economy in military expenditure has been impressed on all concerned and, wherever it has been possible to effect a cut consistently with the security of India and the well-being and efficiency of the Armed Forces, this has been done.

(b) and (c). I would request the hon. Member to await the presentation of the revised estimates for 1949-50 and the estimates for 1950-51.

Shri Sidhva: From the answer to part (a) of the question am I right in understanding that there has been no retrenchment?

Sardar Baldev Singh: Retrenchment of what?

Shri Sidhva: Retrenchment of expenditure on items as also personnel.

Sardar Baldev Singh: As I have said in reply to parts (b) and (c) I would suggest to the hon. Member to await the presentation of the revised estimates.

Shri Sidhva: I wanted to know whether in the past year there has been any retrenchment...

Shri Sondhi: He has asked you to await the revised estimates.

Shri Sidhva: I want also to know whether there has been any retrenchment in the current year.

Sardar Baldev Singh: As I said, if the hon. Member would wait for the Budget statement he will get the answer.

Shri Frank Anthony: Is Government considering the question of effecting economy by having a very much smaller, better paid and more efficient army?

Sardar Baldev Singh: As far as the efficiency of the army is concerned it is always borne in mind. But I am not in a position to give a definite reply to the question put by my hon. friend, as that is likely to give an indication of the strength of the army, which I am not prepared to give.

Shri B. Das: Has the hon. Defence Minister considered the question of vesting the three arms of the Army under a Supreme Commander-in-Chief and thus abolishing the three different Commanders-in-Chief as a policy of economy and efficiency?

Mr. Speaker: Order, order.

Sardar Hukam Singh: Is it realised by the Government of India that it would be suicidal at present to effect any economy in the armed forces?

Mr. Speaker: Order, order.

Shri M. A. Ayyangar: May I know if any economy committee had been appointed for this department and in pursuance of any of their recommendations the hon. Minister is going to bring forward any proposals for retrenchment?

Sardar Baldev Singh: Yes, Sir, a departmental Economy Committee has been appointed.

Shri Rudrappa: In reducing the strength of the army have Government taken into consideration the preparations that are going on in the world as between the two Blocs of Powers...

Mr. Speaker: The question presumes that there has been a reduction in the forces; the hon. Minister has made no such statement.

Shri Tyagi: Has the separation of the three Services caused additional expenses or economised expenditure to the Army?

Sardar Baldev Singh: I think the hon. Member means the creation of three different Commanders-in-Chief for the three Arms. I do not think there has been any considerable increase in the expenditure.

Shri Sidhva: At what stage is the report of the Economy Committee which has been appointed by the Government.....

Mr. Speaker: It is a general question which does not arise. The hon. Minister has already asked the hon. Member to await the Budget statement.

IMPLEMENTATION OF ECONOMY COMMITTEE REPORT

*393. **Shri Sidhva:** (a) Will the Minister of **Finance** be pleased to state whether the attention of Government has been drawn to the Economy Committee's report on page 14, Part I, regarding the secretariat posts under 11 heads?

(b) If so, what is the reason of disparity between 1945 (after war) and 1948 figures?

(c) Has any retrenchment of personnel as mentioned therein been made in the year 1949?

(d) If so, what is their number and what are their disignations?

(e) If not, do Government intend to give consideration to this part of the report; and, if not, why not?

The Minister of Finance (Dr. Matthai): (a) Yes.

(b) The expansion in the functions of Government is largely responsible for the increase in the number of officials employed in the Secretariat.

(c) to (e). The attention of the hon. Member is invited to the reply given on the Floor of the House to the Starred Question No. 622 by the hon. Member on the 15th December, 1949, regarding the action that has been taken by the Government of India on the Economy Committee's Reports.

Shri Sidhva: Since the answer was given on the 15th December, 1949 to Starred Question No. 622, may I know what economy has been effected in that respect?

Dr. Matthai: I have mentioned the economies that had been effected in the current and the capital expenditure for the year 1949-50 on more occasions than one.

Shri Sidhva: My question refers more or less to establishment and I want to know whether any retrenchment has been made in 1949.

Dr. Matthai: I am not in a position to give the exact number. A very considerable reduction has been made, of which the exact figures I should be in a position to give the hon. Member during the Budget discussions.

Shri Sidhva: Could the hon. Minister give an approximate amount?

Mr. Speaker: Shri Harihar Nath Shastri.

Shri Harihar Nath Shastri: Is the hon. Minister in a position to state to what extent the recommendations of the Economy Committee regarding retrenchment are based on a correct understanding of the inner working of the departments and whether he is aware that as a result of .....

Mr. Speaker: I am afraid the hon. Member is asking a question which should be put to the Economy Committee.

Thakur Krishna Singh: Is it not a fact that criminal delay has been caused in carrying out the pious intentions of the Government by overloading the Government with numerous Secretaries, Joint Secretaries, Deputy Secretaries...

Mr. Speaker: Order, order.

Shri Harihar Nath Shastri: Is Government aware that as a result of the retrenchment that is going on in the various Departments there has been considerable deterioration in efficiency and quick despatch of work?

Dr. Matthai: I am not aware.

Shri M. A. Ayyangar: Is it not a fact that the report of the Economy Committee has been set aside and a flat percentage of reduction or retrenchment has been suggested to the various departments and such retrenchment has been effected accordingly?

Dr. Matthai: It would be somewhat inaccurate to say that we have set aside the recommendations of the Economy Committee. The recommendations of that Committee have had a great deal of influence on our attitude towards the whole problem. But the actual proposals that we have put through are based on the principle mentioned by the Deputy-Speaker.

Shri M. A. Ayyangar: May I know whether, on the whole, the flat rate that was adopted has conduced to more retrenchment than what was suggested by the Economy Committee?

Dr. Matthai: I should be able to throw some light on that problem in due course.

Shri Sidhva: In 1945 the strength of the clerks was 2,776 and it was reduced to 2,569 in 1948, whereas the number of Joint Secretaries was 26 in 1945 and it has been increased to 35 in 1948. May I know why the number of posts of Joint Secretaries has been increased whereas the strength of the clerks has been reduced?

Dr. Matthai: One important explanation is the additional work involved in collecting the information required for answering hon. Members' questions.

Shri Sidhva: Consistently with the reduction in the number of clerks in the subordinate service, who are the mainstay of the Government ...

Mr. Speaker: That would be entering into an argument.

Shri Sidhva: Sir, I want to know why the posts in the higher services have not been reduced.

Mr. Speaker: The hon. Member need not enter into an argument.

HINDI IN COURTS

*394. **Seth Govind Das:** Will the Minister of **Home Affairs** be pleased to state whether any directive has been issued by any High Court to allow arguments and judgments in Hindi in the High Courts and Lower Courts, where the Judge as well as the Counsel understand Hindi?

The Minister of Home Affairs and the States (Sardar Patel): The hon. Member's attention is invited to article 348(2) of the Constitution. Under that article the President has since given his consent to the Rajpramukh concerned to authorise the use of Hindi in the Rajasthan and Madhya Bharat High Courts; Punjabi and Hindi in the P.E.P.S.U. High Court, and Urdu in the Hyderabad High Court. This does not, however, apply to judgments, decrees or orders which under the Constitution have to be in English. No such proposal has come from any other State. As regards Lower Courts, the matter rests with the respective State Governments.

सेठ गोविन्द दास : क्या माननीय मंत्रीजी को यह बात मालूम है कि कुछ जगह जहां लोअर कोर्ट्स (Lower Courts) में पहले बहस हिन्दी में हो सकती थी वहां भी अब वह बन्द की जा रही है ?

Seth Govind Das: Is the hon. Minister aware that the practice in certain places where arguments could be made in Hindi in the lower courts is being discontinued there also?

सरदार पटेल : सरकार को इस बारे में कुछ मालूम नहीं ।

Sardar Patel: Government have got no information in respect of this.

RECRUITMENT OF GORKHA SOLDIERS FOR BRITISH ARMY

*395. **Shri A. B. Gurung:** Will the Minister of **Defence** be pleased to state:

(a) the names of recruiting centres for Gorkha soldiers;

(b) whether it is a fact that a large number of Gorkhas has been recruited in India for the British Troops by British Recruiting Officers; and

(c) if so, what steps the Government propose to take to check this recruitment?

The Minister of Defence (Sardar Baldev Singh): (a) There are two permanent recruiting centres for Gorkhas:

(1) Kunraghat (Head Quarters).

(2) Ghoom (Sub Centre).

Besides these, a temporary centre is established at Laheria Serai during the recruiting and pensions paying season (from October to February).

(b) and (c). The matter is under investigation.

Shri A. B. Gurung: Are the British recruiting centres also working side by side?

Sardar Baldev Singh: Temporary arrangements have been made for British recruiting centres for Gorkhas. Ultimately it is proposed to have separate Centres for British recruiting centres.

Shri A. B. Gurung: Is it not a fact that the recruitment of Gorkha soldiers was made a very important issue, calling for a Tripartite Treaty at Khatmandu, and in view of this may I know if the Government is kept posted with statistical reports about British recruitment of Gorkha soldiers on the soil of India?

Sardar Baldev Singh: As I have already stated, we are making enquiries, and if there is any departure from the Agreement we will certainly look into it.

Shri M. A. Ayyangar: Is it a fact that about twenty thousand Gorkha soldiers who offered to enlist in the Indian Army after the war were allowed to go to British ranks and that they joined the British Army?

Sardar Baldev Singh: As the hon. Member knows, it is according to an agreement which was entered into—it was a tripartite agreement—and Gorkhas were given the opportunity either to serve with the Indian Army or with the British Army.

Shri Syamnandan Sahaya: May I know whether these Gorkhas recruited for the British Army are trained and stationed in the Indian territory or outside?

Sardar Baldev Singh: They are recruited here and then they are taken to Malaya, and the requisite training, I believe, is given there.

Shri Tyagi: Is there any limit of number for the recruitment of Gorkhas for the British Army?

Sardar Baldev Singh: Yes, Sir.

Shri Tyagi: What is that number?

Sardar Baldev Singh: I could not say offhand, but if the hon. Member is interested in the number I will be prepared to give it to him.

Shri Tyagi: Is there any time-limit fixed—for how long will they be allowed to recruit Gorkhas?

Sardar Baldev Singh: No time limit is fixed.

GORKHA COMMISSIONED OFFICERS

*396. **Shri A. B. Gurung:** Will the Minister of Defence be pleased to state the number of Commissions in the Indian Army offered to Gorkhas who are subjects of Nepal?

The Minister of Defence (Sardar Baldev Singh): The number is sixty-one.

Shri A. B. Gurung: How many of them have got direct Commissions?

Sardar Baldev Singh: The number of direct Commissions given is seventeen.

Shri M. A. Ayyangar: Will the hon. Minister give an idea, if he has got it, of the number of Gorkha Commissioned Officers who are citizens of India?

Sardar Baldev Singh: I am afraid I have not got that information. But the number that I have given here represents the total number of Commissions given to Nepali Gorkha officers.

Prof. Ranga: Is any effort being made to encourage Gorkhas who are citizens of India?

Shri M. A. Ayyangar: Is any preference given to them?

Sardar Baldev Singh: Gorkhas who are citizens of India are Indians, and I do not think there is any special provision made. They join the Army as Indians.

INDIAN LISTENER

***396-A. Shri Sidhva:** (a) Will the Minister of **Information and Broadcasting** be pleased to state the number of copies of the *Indian Listener* printed every week?

(b) What is the total income every month from the sale of the *Indian Listener?*

(c) In what other languages is this weekly published besides English?

(d) What is the expenditure incurred in printing the *Indian Listener?*

The Minister of State for Information and Broadcasting (Shri Diwakar): (a) 13,100.

(b) Rs. 28,700.

(c) The *Indian Listener* is published in English only, there are other regional programme journals published in certain Indian languages.

(d) Rs. 32,100 per month.

Shri Sidhva: What is the total number of subscribers to this *Listener* and what is the subscription?

Shri Diwakar: The number of subscribers is given in the answer. It is 13,100.

Prof. Ranga: What is the rate of subscription and is it a self-paying proposition?

Shri Diwakar: It is not yet a paying proposition. It is a service rendered, and it is not a commercial proposition either.

Shri Syamnandan Sahaya: May I know, Sir, whether all these Unstarred Questions will be put orally and replied to?

Mr. Speaker: I may explain the position to hon. Members. In cosequence of the change of the rule which I made, restricting the number of questions to three from five, as I had stated on a previous occasion, some hon. Members made a representation to me that, not knowing that such a rule was coming, they had given notice of questions on the basis that five questions would be allowed

per day. The position has been that three of the questions are taken in the list according to the priority of the dates of the questions and others go as unstarred. But with a view to give hon. Members the convenience of adjusting, I have said that, for some time, I shall permit them to substitute an unstarred question (which, however, was originally starred) for a starred question and *vice versa*. That is what I have done. But this would not go on for a long time. In any case Members are not allowed to put more than three questions.

Shri Sidhva: The hon. Minister stated that the total monthly income was Rs. 28,700, but he did not answer my question as to what is the subscription.

Shri Diwakar: I want notice for that.

Shri A. C. Guha: What was the number of subscribers of *Listener* in the preceding years?

Shri Diwakar: I would like to have notice of that question.

Shri A. C. Guha: Is the number of subscribers decreasing or increasing?

Shri Diwakar: It is increasing.

Shri Sidhva: Is it contemplated to print this in other languages also?

Shri Diwakar: There are some regional languages in which, not the *Listener* as such, but certain regional programme magazines are brought out.

सेठ गोविन्द दास : 'लिसनर' का क्या हिन्दी में भी कोई मासिक पत्र प्रकाशित होता है ?

Seth Govind Das: Is any Hindi version of the *Listener* also published monthly?

श्री दिवाकर : अभी हाल में तो नहीं ।

Shri Diwakar: Not at present.

सेठ गोविन्द दास : क्या 'सारंग', "लिसनर" के ही मुताबिक पत्र नहीं है ?

Seth Govind Das: Is the *Sarang* not a publication similar to the *Listener*?

श्री दिवाकर : नहीं, उसके मुताबिक पत्र नहीं हैं । वह तो रीजिनल प्रोग्राम का एक छोटा मैगजीन है ।

Shri Diwakar: No. It is not a similar publication. That is only a small regional programme journal.

Shri Syamnandan Sahaya: Are Government aware that the programmes published in the *Listener* are not kept up and that more often than not the programme actually broadcast is different from that in the published list?

Shri Diwakar: It may happen occasionally, but it is kept up and rightly kept up.

Shri Kamath: Where is the *Indian Listener* printed—is it in the Government Printing Press or on contract basis?

Shri Diwakar: It is on contract basis.

Shri Kamath: To whom is the contract given?

Shri Diwakar: I want notice in regard to these details.

Shri Kamath: Are tenders invited?

Mr. Speaker: We will go to the next question.

ARRESTS IN CONNECTION WITH GURU NANAK DEV'S BIRTHDAY PROCESSION

*398. **Sardar Hukam Singh:** Will the Minister of **Home Affairs** be pleased to state:

(a) the number of persons taken into custody on 4th November 1949 for taking out a procession in connection with the birthday of Guru Nanak Dev;

(b) the number of persons, out of those in part (a) above, tried for any offences, and the punishment awarded to each;

(c)the number detained without trial; and

(d) whether the cases of those detained without trial have been scrutinised by any Board or Authority?

The Minister of Home Affairs and the States (Sardar Patel): (a) As the hon. Member is aware the birthday of Guru Nanak Dev fell on the 5th November. No procession in connection with his birthday could, therefore, have been taken out on the 4th November.

(b) to (d). Do not arise.

Sardar Hukam Singh: Was any arrest made on the 4th of November—for disobedience of the ban?

Sardar Patel: Yes, Sir. 34 persons were arrested on the whole.

Sardar Hukam Singh: May I know how many of them were tried and how many were detained?

Sardar Patel: Sixteen persons out of these were arrested under Sections 188, 148 and 307 of the Indian Penal Code, and their trial is still going on. The remaining, eighteen persons were detained under Section 3 of the East Punjab Public Safety Act as applicable to Delhi, and out of these fourteen have since been released. Their cases are duly considered by the Advisory Board.

Sardar Hukam Singh: Was any enquiry instituted about the complaint that the palanquin carrying the Granth Saheb was also lathi-charged?

Mr. Speaker: I am afraid it will be a delicate matter as some of the prisoners are already on trial before the Court.

Sardar Patel: Sir, I have not understood the question.

Sardar Hukam Singh: My question was whether any enquiry was instituted about the complaint that the palanquin carrying the Granth Saheb was lathi-charged.

Sardar Patel: The procession with a palanquin carrying the Granth Saheb was taken out, according to Master Tara Singh, by some urchins against the will of the authorities of the Gurdwara and therefore these urchins were dispersed by a mild lathi-charge.

Sardar Hukam Singh: Sir, my question has not been answered. I asked whether any enquiry has been made about the complaint that the palanquin carrying the Granth Saheb was lathi-charged. I am not asking about any urchins who may have been there or about Master Tara Singh.

Sardar Patel: Oh, no. No palanquin was lathi-charged. There has been no injury to any palanquin nor has any palanquin been sent to the hospital.

Sardar Hukam Singh: Perhaps I have not been able to make myself clear and therefore I will repeat it. A palanquin had the Granth Saheb on it and was being carried by some persons. That too was lathi-charged; lathi blows were inflicted on that palanquin as well. My question is whether any inquiry was made by the Government on this complaint or not?

Sardar Patel: There was no lathi-charge on any palanquin and no enquiry was necessary.

Shri Kamath: Out of four persons still in detention, has any one of them given any apology or assurance or undertaking that he would not take part in such activities in future?

Sardar Patel: Well, the law is there which will take care of itself.

Shri Kamath: My question is, out of the four persons still in detention, has any given any undertaking?

Sardar Patel: Their cases will be before the Advisory Board.

Mr. Speaker: Has any of them given any apology?

Sardar Patel: I do not think so. If they had given an apology they would have been released.

Arrangements for Government Publicity

*399. **Prof. K. T. Shah:** (a) Will the Minister of **Information and Broadcasting** be pleased to state whether any arrangement has been made by Government with the Press Trust of India, or with individual daily newspapers, in this country, to reserve some definite space for publishing important statements of policy made by Ministers or leading officials of Government outside Parliament?

(b) If the answer to part (a) above be in the affirmative, is there any arrangement for priority, preference, or proportion of space to be allotted, in giving publicity to these pronouncements; and, if so, what is the priority or preference given?

(c) What is the cost, or payment, if any, made to the Press Trust of India, or to individual newspapers, for publishing such acts or statements?

The Minister of State for Information and Broadcasting (Shri Diwakar):

(a) No.

(b) and (c). Do not arise.

Opium Manufacture in India

*402. **Pandit M. B. Bhargava:** (a) Will the Minister of **Finance** be pleased to state the approximate area under cultivation of poppy in the different States in the Indian Union during the years 1947, 1948 and 1949 and the total quantity produced therefrom during these years?

(b) What was the total quantity and total value of opium manufactured by the Government of India or the Governments of States in various parts of the Indian Union during 1947, 1948 and 1949?

(c) How the opium manufactured was distributed amongst the different States for consumption or for medicinal and other purposes?

(d) What was the value and quantity of opium exported from India to foreign countries during these years and what profits were gained by the Government of India therefrom?

The Minister of Finance (Dr. Matthai): (a) to (d). The Information is being collected and will be laid down on the Table of the House.

Pandit M. B. Bhargava: What is the policy of the Govenmrent in respect of the cultivation of poppy and the use of opium in India?

Dr. Matthai: That subject has been under the consideration of Government for a considerable time. I had a conference of representatives of Provincial Ministries about two months ago where they made certain proposals regarding the reduction and the complete abolition of the production and use of opium except for medical and scientific purposes I think within a period of ten years.

Thakur Krishna Singh: Is poppy cultivation being discouraged in the food deficit areas like Himachal Pradesh, Tehri-Garhwal and other hill districts where it is grown only for supplementing the diet?

Dr. Matthai: I am not aware of it.

Shri R. K. Chaudhuri: Arising out of (c), may I know how long opium will continue to be manufactured and distributed amongst the different States for consumption other than for medical purposes?

Dr. Matthai: As I told the House in reply to another question, all the States represented at that conference that I referred to agreed that the use of opium should be completely prohibited within a period of ten years, except for medical and scientific purposes.

Shri Krishnanand Rai: What amount of revenue does Government derive on account of the opium factory at Gazipore?

Dr. Matthai: As far as the Government are concerned, they do not get any profit out of this business.

Shri Chaliha: Have the Government fixed any period in which the opium trade will be liquidated?

Mr. Speaker: He has stated that—within ten years.

JAIL REFORM COMMITTEE

*404. **Pandit M. B. Bhargava:** Will the Minister of **Home Affairs** be pleased to state by which date is the Committee appointed to examine the question of jail reform in Ajmer State expected to complete investigation and to submit their report?

The Minister of Home Affairs and the States (Sardar Patel): The Advisory Council to the Chief Commissioner, Ajmer, set up a committee on the 18th October, 1948.

The report is still awaited and I regret I am unable to say when it will submit its report.

श्री भट्ट : क्या माननीय मंत्री बतायेंगे कि केन्द्रीय सरकार के अधीन जो दूसरे प्रान्त हैं उन में इस प्रकार की जेल रिफार्म कमेटी बैठाई जायगी ?

Shri Bhatt: Will the hon. Minister please state whether similar Jail Reform Committee shall be set up in other States administered by the Centre?

Sardar Patel: Not necessarily, but if any State wants to set up a committee it is free to do so.

श्री भट्ट : मैं यह पूछना चाहता हूं कि केन्द्रीय सरकार के अधीन जो प्रान्त हैं उन में ऐसी जेल रिफार्म कमेटी बैठाई जायगी ?

Shri Bhatt: I want to know whether such a Jail Reform Committee shall be appointed in the States administered by the Centre?

सरदार पटेल : इसमें जो एडवाइज़री कौंसिल है जैसा अजमेर की एडवाइज़री कौंसिल ने किया है वहां भी कर सकते हैं ।

Sardar Patel: The Advisory Council there also can take action similar to that taken by the Advisory Council of Ajmer.

Prof. Ranga: Will anything be done to expedite this enquiry? It is now one year and four months.

Sardar Patel: Well, the hon. Member who has put the question is a member of the Advisory Committee and he ought to know it.

Synthetic Drug for Malaria

*405. **Pandit M. B. Bhargava:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that synthetic drug produced in Bombay has given as effective results in fighting malaria as quinine; and

(b) whether the Government of India have any plan to encourage the widespread use of synthetic drug for counter-acting malaria menace?

The Minister of Health (Rajkumari Amrit Kaur): (a) It is not clear which drug the hon. Member is referring to. Chloroquin and paludrine are two well known synthetic drugs which have been found to be effective in fighting malaria.

(b) Paludrine, which is a patented synthetic drug, is already being widely used in India for the treatment of malaria. The producers of the drug take necessary steps for its sale.

Cultivated Land in the Andamans

*406. **Shri Kesava Rao:** (a) Will the Minister of **Home Affairs** be pleased to state whether with the settlement of displaced persons in Andamans the whole of the cultivable area in the island is brought under cultivation?

(b) Is it possible to throw open the island for general settlement?

(c) Are there any restrictions on the movement of people to the Andaman Islands?

The Minister of Home Affairs and the States (Sardar Patel): (a) Out of the existing available cultivable area only 1,200 acres remain to be brought under cultivation. Arrangements are being made to despatch a further batch of displaced persons to settle on this area.

(b) Having regard to the necessity for clearing forests, building of roads and execution of other development plans and to the conditions prevailing in these islands, I do not think it would ever be possible to do away with regulated settlement of suitable persons.

(c) There are no restrictions.

Shri Kesava Rao: May I know whether it is a fact that some refugees who were sent to the Andamans for settlement have returned recently?

Sardar Patel: Well, a small number has returned.

Shri Kesava Rao: May I know the maximum land available for allotment to one family?

Sardar Patel: At present the maximum land available is 1,200 acres.

Shri B. K. Das: Has any time been fixed for sending the next batch of cultivators?

Sardar Patel: Whenever the batch is ready and whenever we get information from the Bengal Government about its readiness, we will send it.

Shri Kesava Rao: I wanted to know the maximum land available for a single family.

Sardar Patel: The maximum land allotted is ten acres.

Shri Kamath: Apart from agriculture and cultivation of land, is there any plan for developing cottage industries in the Andamans for these displaced persons?

Sardar Patel: That is not a part of my Department. The question may be addressed to the Minister for Industry and Supply or the Minister for Agriculture.

Shri Kamath: How many displaced persons from East Bengal in all have been settled in the Andamans uptodate?

Sardar Patel: That question has already been answered.

Shri R. K. Chaudhuri: May I know if the climate of Andamans is suitable for people—[*Interruption*].

Sardar Patel: If the hon. Member wants to go there, he will find the climate excellent.

ALLEGATIONS AGAINST DELHI UNIVERSITY VICE-CHANCELLOR

***407. Prof. K. K. Bhattacharya:** (a) Will the Minister of **Education** be pleased to state whether his attention has been drawn to certain articles which appeared in the *Organiser* dated the 2nd November 1949, 28rd November 1949 and 14th December 1949 and in the *Indian News Chronicle*, dated the 18th December, 1949?

(b) If so, what steps do Government propose to take to enquire into the truth of these allegations?

(c) Has there been a complete audit of the accounts of the University in recent years including money spent on building operations?

(d) Has the attention of the Government been drawn to the auditors' notes in the last audit and what action are Government taking in the matter?

(e) What is the total amount granted to the University under the General Expansion Scheme of the University, including money for buildings?

(f) Have Government verified that the buildings put up are really of the value for which they have been built?

منسٹر آف ایجوکیشن : (مولانا آزاد) : (اے) کا جواب ہاں ہے -

(بی) مجھے وائس چینسلر سے معلوم ہوا ہے کہ ان شکایتوں میں ایک شکایت کا تعلق ایسے معاملہ سے ہے جو عدالت کے سامنے آ چکا ہے - اسلئے اس بارے میں کچھ کہنا مناسب نہ ہوگا - باقی جتنے الزام لگائے گئے ہیں ان میں کوئی الزام ایسا نہیں ہے جس سے معلوم ہو کہ یونیورسٹی کے کسی رول اور ریگولیشن کے خلاف کام کیا گیا ہے - یہ تمام معاملے یونیورسٹی کے اندر کے معاملے ہیں جن میں وہ اور اس کی بنائی ہوئی کمیٹیاں کام کرنے کا پورا اختیار رکھتی ہیں

(سی) ہاں آخری آڈیٹ رپورٹ جو گورنمنٹ کے سامنے آئی وہ ۴۷-۴۸ء کی تھی -

(ڈی) ہاں یونیورسٹی کے حساب کی گورنمنٹ آڈیٹر جانچ پڑتال کرتا ہے اور جانچ پڑتال کی جو باتیں یونیورسٹی سے معلوم کرنا چاہتا ہے معلوم کرتا ہے - گورنمنٹ کو اس بارے میں کوئی شکایت نہیں ہے -

(ای) ۱۹۴۶ء سے ۱۹۴۹ء تک گورنمنٹ نے جو روپیہ یونیورسٹی کو ڈیولپ منٹ اور بلڈنگ کے لئے دیا ہے وہ یہ ہے - سات لاکھ چھتیس ہزار ریکرینگ اور سینتالیس لاکھ پانچ ہزار انیس روپیہ نان ریکرینگ -

(ایف) بلڈنگ جو بنائی جاتی ہے وہ اس پلان کے مطابق بنائی جاتی ہے جسے گورنمنٹ منظور کر لیتی ہے- ساتھ ہی سنٹرل پبلک ورکس ڈپارٹمنٹ کے چیف انجینیر کو اختیار ہوتا ہے کہ وہ اسکی دیکھ بھال کرتا رہے -

The Minister of Education (Maulana Azad): (a) Yes Sir.

(b) I am informed by the Vice-Chancellor that one of the complaints is *sub-judice*. All the allegations made do not indicate that any Rules and Regulations of the University have been infringed. These are matters of internal administration which are within the competence of the various bodies of the University.

(c) Yes, the last audit report was on the accounts of the University for the year 1947-48.

(d) Yes; the University's accounts are audited by Government auditors, and the audit objections have been dealt with by the University to the satisfaction of Government.

(e) A sum of Rs. 7·36 lakhs recurring and Rs. 47·05 lakhs non-recurring has been paid to the University during the period 1946-47 to 1948-49 towards development and the construction of various buildings.

(f) The Buildings are constructed on the plans approved by the Government and subject to inspection by the Chief Engineer, Central Public Works Department.

Prof. K. K. Bhattacharya: Is the hon. Minister aware that four Chevrolet buses purchased by the University of Delhi have used petrol coupons without doing any appreciable running, and is he going to institute an enquiry in regard to the disposal of the petrol coupons or the petrol itself?

مولانا آزاد : آنریبل میمبر کو معلوم ہے کہ یونیورسٹی ایک آٹانومس باڈی ہے - اسکے انتظام میں حکومت دخل نہیں دے سکتی - ہاں اگر یونیورسٹی کے اپنے کانسٹیٹیوشن اور ریگولیشن کے خلاف کوئی کام کیا ہو تو گورنمنٹ اس میں انٹرفیر (Interfere) کر سکتی ہے - لیکن اس طرح کی کوئی بات گورنمنٹ کے سامنے نہیں رکھی گئی ہے -

Maulana Azad: The hon. Member is aware that the University is an autonomous body, and the Government cannot interfere in its administration. The Government can, of course, interfere if the University have in any way infringed its Constitution and Regulations; but no such thing has been brought before the Government.

Prof. K. K. Bhattacharya: Is the hon. Minister in a position to say whether the election of the Vice-Chancellor itself was a nullity...

Mr. Speaker: Order, order. I do not think the hon. Member can go into that question.

Prof. K. K. Bhattacharya: Is the hon. Minister in a position to substantiate that honorary degrees are being conferred by the University on some employees of the University?

Mr. Speaker: The hon. Member is going into the autonomous sphere of the University.

श्री देशबन्धु गुप्ता : क्या मैं दर्याफ्त कर सकता हूं कि आनरेबल मिनिस्टर की नोटिस में कोई ऐसे इन्सीडेन्ट्स (incidents) आये हैं कि बगैर टेन्डर (tender) इन्वाइट (invite) किये हुए बिल्डिंग्स के ठेके दिये गये और वह ठेके काफी रकम के थे, और आडिटर ने उस पर एतराज़ किया ? अगर ऐसी कोई मिसाल उनके नोटिस में आई है तो उसके ऊपर क्या कार्रवाई हो रही है ?

Shri Deshbandhu Gupta: May I know whether any such incidents have been brought to the notice of the hon. Minister that the contracts for the construction of the buildings were given without inviting the tenders, and these contracts involved a huge amount, and the Auditor raised an objection to this? If any such instance has been brought to his notice, may I know what action has been taken by him in the matter?

مولانا آزاد : نہیں اس طرح کی کوئی بات گورنمنٹ کے نوٹس میں نہیں آئی ہے -

Maulana Azad: No, no such thing has been brought to the notice of the Government.

श्री सिधवा : मैं जनाब वजीर साहब से जानना चाहता हूं कि उन्होंने बताया कि कई मामले हैं और उनमें से एक मामला अदालत में गया है, तो वह कौन सा मामला है ?

Shri Sidhva: The hon. Minister has stated that there are many complaints and one of them is *sub-judice*. May I know from him which is that complaint?

Mr. Speaker: If the hon. Member will refer to the copy of the newspaper, he will find that two suits have been filed.

श्री गौतम : क्या यह समझा जाय कि आडिट रिपोर्ट में कोई ऐसा आइटेम नहीं था जिससे यह जाहिर हो कि हिसाब रखने में कोई गलती हुई है ?

Shri Gautam: May I take it that the Audit Report did not contain any such item from where it could be revealed that there has been some irregularity in maintaining the accounts?

مولانا آزاد : گورنمنٹ کے علم میں اس قسم کی کوئی بات نہیں آئی ہے -

Maulana Azad: No such thing has come within the knowledge of the Government.

Shrimati Velayudhan: What is the answer to (e) and (f)?

Mr. Speaker: He has already read it out. It is some Rs. 46 lakhs and 7 lakhs.

श्री टी० एन० सिंह : मैं जानना चाहता हूं कि, बिल्डिंग्स के लिये जितनी ग्रान्ट हुई थी क्या उससे ज्यादा खर्च हुआ है ? और अगर ऐसा हुआ है तो कितना ?

Shri T. N. Singh: I want to know whether the expenditure exceeded the grant sanctioned for the building operations, and if so, what is the amount involved?

مولانا آزاد : یہ میں ابھی نہیں بتلا سکتا -

Maulana Azad: I cannot say this at the moment.

Displaced Government Servants

*409. **Shri D. S. Seth:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the attention of Government has been drawn to a memorandum dated 7th January 1950 from displaced N.W.F.P. and Sind Government Employees' Association with regard to their grievances;

(b) whether it is a fact that displaced Government employees have no security of service; and

(c) whether Government propose to review the cases of displaced employees in the light of the said memorandum and offer them necessary relief?

The Minister of Home Affairs and the States (Sardar Patel): (a) Yes.

(b) This is not correct.

(c) No such review is called for.

Sardar Hukam Singh: Is it a fact that all posts held by Muslims who migrated to Pakistan after partition were intended to be reserved for displaced persons who came from West Pakistan?

Sardar Patel: They were more or less reserved for displaced persons.

Sardar Hukam Singh: May I know what percentage of these posts has been filled by displaced persons?

Sardar Patel: These posts have been filled largely by displaced persons. No outsiders have been taken, except in rare cases where special qualifications are required.

Sardar Hukam Singh: Have any displaced persons been confirmed in these posts up to now?

Sardar Patel: Many have been confirmed.

ग्यानी जी० ऐस० मुसाफिर : क्या माननीय मंत्री साहब को इस बात का पता है कि डिस्प्लेस्ड मुलाजिमों में कई ऐसे हैं जो नार्थ वैस्टर्न फ्रंटिअर प्राविन्स में अडीशनल डिस्ट्रिक्ट मैजिस्ट्रेट और फर्स्ट क्लास मैजिस्ट्रेट की पदवी पर थे मगर यहां मामूली असिस्टैंट लगे हुए हैं ?

Giani G. S. Musafir: Is the hon. Minister aware of the fact that many of the displaced persons were holding the appointments of Additional District Magistrate and First Class Magistrate in the North Western Province, but here they are working as ordinary Assistants?

सरदार पटेल : सब को तो ऐसी जगह नहीं दी जा सकती है, यह लाचारी है।

Sardar Patel: Every body cannot be appointed to such posts. This cannot be helped.

ग्यानी जी० ऐस० मुसाफिर : क्या अगर कोई ऐसी जगह खाली हों तो उनको अपनी असली पदवियों पर रक्खा जायगा ?

Giani G. S. Musafir: Will these persons be fixed up against the posts originally held by them in case there are any such vacancies?

सरदार पटेल : जहां तक हो सकेगा।

Sardar Patel: As far as possible.

Sardar Hukam Singh: Is it a fact that displaced Government servants from Baluchistan have been treated as if they had opted for India, while the same treatment has been denied to N.W.F.P. and Sind people?

Sardar Patel: That is so.

Pandit Thakur Das Bhargava: Is it a fact that N.W.F.P. and Sind Government employees have submitted a memorandum to the Central Government requesting that their case may be treated like those of Central Government servant optees?

Sardar Patel: Not as if they belonged to the Central Government. The Central Government has a responsibility for its own servants, but as far as possible, displaced persons from Sind and N.W.F.P. are being absorbed.

STUDENTS IN U.S.A. AND U.K.

***410. Shri Karmarkar:** (a) Will the Minister of **Education** be pleased to state what is the number of Indian students studying in the United States of America and the United Kingdom and other foreign countries?

(b) How many of them are Government scholars?

(c) What is the arrangement for looking after the interests of Government scholars and non-Government scholars, in the respective countries?

منسٹر آف ایجوکیشن (مولانا آزاد) : (اے) تین ہزار ایک سو پچاس - ایک اسٹیٹمنٹ ملنے ہاوس کے ٹیبل پر رکھ دیا جاتا ہے جس سے معلوم ہو جائیگا کہ کس ملک میں کتنے ودیارتھی تعلیم پا رہے ہیں - [See *Appendix I, annexure No. 52*]

(بی) ان میں سے چھ سو اکاون گورنمنٹ اسکالر ہیں -

(سی) یو - ایس - اے - کی انڈین ایمبیسی اور یو - کے کے ہائی کمشنر آفس میں ایک ایجوکیشن ڈپارٹمنٹ رکھا گیا ہے جو ہندوستانی ودیارتھیوں کی حالت کی ہر طرح دیکھ بھال کرتا ہے اور ان کی خبر لیتا رہتا ہے - جن ملکوں میں ودیارتھیوں کی تعداد بہت تھوڑی ہے وہاں ایجوکیشن ڈپارٹمنٹ نہیں رکھا گیا ہے - لیکن ہمارا ڈپلومیٹک مشن ان کی دیکھ بھال اور خبر گیری کرتا رہتا ہے -

The Minister of Education (Maulana Azad): (a) Approximately 3,150. A statement showing the distribution of the students in the U.S.A., the U.K. and other foreign countries is laid on the Table of the House. [See *Appendix I, annexure No. 52*].

(b) 651 of them are Government scholars.

(c) The Education Departments attached to the Indian Embassy in the U.S.A. and the High Commissioner's Office in the U. K. look after the welfare and educational interests generally of these students in these countries. In other countries where the number of scholars is small these duties have been entrusted to the diplomatic missions there.

सेठ गोविन्द दास : क्या इस बात का ख्याल रखा जा रहा है कि इन विद्यार्थियों के वापस आने तक अब और कोई नया विद्यार्थी विदेशों में नहीं भेजा जायगा ?

Seth Govind Das: Is this thing kept in view that no fresh student shall now be sent abroad till the return of these scholars?

مولانا آزاد : جہاں تک گورنمنٹ کی اوورسیز اسکالرشپ اسکیم کا تعلق ہے ، آنریبل میمبر کو معلوم ہے کہ سنہ ۱۹۴۷ع کے بعد سے روک دی گئی ہے - باقی یہہ تعداد

جو میں نے بتلائی ہے اس میں صرف ۶۵۱ گورنمنٹ اسکالر ہیں اور بڑی تعداد پرائویٹ اسکالرس کی ہے - بہر حال اس وقت کوئی اسکیم گورنمنٹ آف انڈیا کے سامنے ایسی نہیں ہے کہ جس کے ماتحت ودیارتھی بھیجے جا رہے ہوں -

Maulana Azad: So far as the Government's Overseas Scholarship Scheme is concerned, the hon. Member is aware that it was discontinued after the year 1947. And the number which I have just referred to consists of only 651 Government scholars and a large majority thereof are private scholars. In any case, the Government of India have got no such scheme at present under which the scholars are being sent abroad.

ठाकुर लालसिंह : जो विद्यार्थी यूनाइटेड स्टेट्स आफ अमरीका भेजे गये हैं या जो प्राइवेट हैं उनको रुपये की कीमत कम हो जाने से और डालर की कीमत बढ़ जाने से जो नुकसान पहुंचा है क्या गवर्नमेंट ने उसकी तलाफी कर दी है ?

Thakur Lalsingh: Have the Government compensated for the loss sustained by the scholars who were sent to the United States of America or those who are private, consequent on the devaluation of the rupee and increase in the value of the Dollar?

مولانا آزاد : ان کی رقم ڈالر کی صورت میں دی جاتی تھی اسلئے انہیں کوئی نقصان نہیں ہوا ہے - پرائیویٹ اسٹوڈنٹس کو جو مشکل پیش آئی ہے اس کے لئے گورنمنٹ نے خاص طور پر انتظام کر دیا ہے -

Maulana Azad: They were being paid in the form of Dollars and hence they have not been affected. Government have made special arrangements to meet with the difficulties faced by the private students.

Prof. Ranga: Have Government received any complaints from the Indian students who are in America or who have returned from America about the inability or unhelpful attitude of the Education Department of our Embassy to help them adequately?

Mr. Speaker: To help them, in what manner?

Prof. Ranga: In the manner in which they are expected to help them.

مولانا آزاد : گورنمنٹ یہ تسلیم نہیں کریگی - گورنمنٹ نے اس معاملے پر پوری طرح دھیان دیا ہے - ہمکو پورا اطمینان ہے کہ جتنی مدد ضروری ہے مل رہی ہے -

Maulana Azad: Government shall not accept this. Government have carefully considered this matter and we are fully satisfied that necessary help is being given.

Shri Karmarkar: Is it a fact that the Education Officers specially posted for this purpose in Washington consider it their duty to keep in contact only with Government scholars, and not with other students? If the hon. Minister is not in possession of the answer to this question, will he make enquiries?

مولانا آزاد : جہاں تک گورنمنٹ کو معلوم ہے ایجوکیشن ڈیپارٹمنٹ صرف گورنمنٹ اسکالرس ہی کی نہیں بلکہ جتنے اسٹوڈینٹس ہیں سب کی خبر لیتا رہتا ہے اور

سب سے کنٹیکٹ میں رہتا ہے - اس طرح کی کوئی شکایت گورنمنٹ کے علم میں نہیں آئی ہے -

Maulana Azad: So far as Government are aware, the Education Department not only looks after the Government scholars but all the students and keeps itself in contact with them. No such complaint has been brought within the knowledge of the Government.

Shri Lakshmanan: May I know for what careers the majority of the Scholars are preparing?

مولانا آزاد : یہ تو میں ابھی نہیں بتلا سکتا -

Maulana Azad: I cannot say this at the moment.

श्री डी. डी. पन्त : क्या जो नान-गवर्नमेंट स्कालर्स हैं उनके लिए यूनीवर्सिटी से पास करने के बाद फेक्टरीज़ में प्रेक्टिकल ट्रेनिंग का इन्तिज़ाम है ?

Shri D. D. Pant: Is there any arrangement for giving practical training in the factories to the non-Government Scholars after they come out of the Universities?

مولانا آزاد : ہاں -

Maulana Azad: Yes.

Shri Sonavane: May I know, Sir, how many out of 651 Government scholars are Harijans?

مولانا آزاد : یہ میں ابھی نہیں بتلا سکتا -

Maulana Azad: I cannot say this offhand.

श्री श्यामनन्दन सहाय : क्या जनाब वज़ीर तालीम यह बतलाने की मेहरबानी करेंगे कि जो बज़ीफेदार नहीं हैं उनको जो डिवेल्यूएशन (devaluation) की वजह से दिक्कत हो रही है उसके लिए सरकार ने क्या इन्तिजाम किया है। जनाब ने अभी फरमाया था कि उनके लिये कुछ इन्तिजाम कर दिया गया है। मैं यह जानना चाहता हूं कि उनका क्या इन्तिजाम किया है ।

Shri Syamnandan Sahaya: Will the hon. Minister of Education be pleased to state what arrangements have been made by the Government to counteract the difficulties which are being faced by non-Government scholars on account of devaluation? You had just stated that some arrangement has been made in this direction. I would like to know what arrangement has been made for them.

مولانا آزاد : میں نے جو کچھ کہا تھا وہ گورنمنٹ اسکالرس کے بارے میں کہا تھا - جو پرائویٹ وبیارتھی پڑھ رہے ہیں ظاہر ہے کہ گورنمنٹ ان کے خرچ کی ذمہ داری نہیں لے سکتی - لیکن اگر کوئی خاص کیس ہمارے علم میں آتا ہے تو ہم کوشش کرتے ہیں کہ جہاں تک ممکن ہو انکو مدد دی جائے -

Maulana Azad: What I had stated was in respect of Government scholars. It is obvious that the Government cannot accept any responsibility for the expenses of private scholars. But if any particular case is brought to our knowledge, we try to help them as far as possible.

OFFICERS IN VARIOUS CADRES IN MINISTRIES

*411. **Shri M. S. Jain:** (a) Will the Minister of **Home Affairs** be pleased to state how many officers in Classes I and II in the various permanent Government departments are working in (i) permanent, (ii) emergency and (iii) temporary cadres against how many permanent posts in each Ministry?

(b) What steps are Government taking to merge the emergency and temporary cadres into permanent cadres?

(c) By what time is this process likely to be finished?

The Minister of Home Affairs and the States (Sardar Patel): (a) to (c). The hon. Member presumably desires information about the number of permanent posts in the departments referred to and the number of permanent and temporary officers performing the duties of these posts. The information is being collected and will be laid on the Table of the House.

PAKISTANI RAIDS ON TRIPURA

*412. **Dr. R. S. Singh:** Will the Minister of **States** be pleased to state if it is a fact that the village of Kamalpur of Tripura State has become completely isolated from the rest of the State territory because all the inlets and outlets of that village have fallen under the control of the armed volunteers of Pakistan?

The Minister of Home Affairs and the States (Sardar Patel): No, Sir.

GRANTS TO LOCAL BODIES

*413. **Shri Kannamwar:** Will the Minister of **Education** be pleased to state whether Government propose to consider the advisability of making provision for grants to Local Bodies in the Centrally administered areas to enable them to revise the scales of pay of Primary Teachers according to the recommendations of the Pay Commission?

منسٹر آف ایجوکیشن (مولانا آزاد) : گورنمنٹ آف انڈیا دھلی اور اجمیر کی لوکل باڈیز کو گرانٹ ان ایڈ دے رھی ھے تاکہ وہ اس خرچ کو پورا کر سکیں جو پرائمری ایجوکیشن کے لئے انہیں دینا پڑتا ھے - گورنمنٹ نے جو اسکیل تیچروں کی تنخواہ کے لئے ٹھہرا دیا ھے اس کے مطابق انہیں مدد دی جا رھی ھے -

The Minister of Education (Maulana Azad): Government are already paying grants-in-aid to Local Bodies in Delhi and Ajmer in respect of the expenditure incurred by them on Primary Education. The expenditure incurred by the Local Bodies on the introduction of the Government scales of pay to their teachers is considered as approved expenditure for purposes of Government grant.

श्री कन्नम्वर : किस कायदे के अनुसार मदद दी जा रही है ?

Shri Kannamwar: According to what rule is the grant being paid?

مولانا آزاد : پے کمیشن کے مطابق -

Maulana Azad: According to the Pay Commission.

Physical Education in Schools

*414. **Shri Ethirajulu Naidu:** (a) Will the Minister of **Education** be pleased to state whether Government have any scheme for imparting physical education to students in schools and colleges in the Centrally administered areas?

(b) What is the rough percentage of students whom physical education reaches under the present arrangements in those areas?

(c) What is the type and how many hours are devoted for such education in a week?

(d) Do Government propose to consider the advisability of making physical education compulsory in schools and colleges in the Centrally administered areas?

منسٹر آف ایجوکیشن (مولانا آزاد) : (اے) گورنمنٹ آف انڈیا بہت جلد ایک بورڈ آف فزیکل ایجوکیشن بٹھانا چاہتی ہے - اس بورڈ کا ایک کام یہ بھی ہوگا کہ اس طرح کی ایک اسکیم تیار کرے -

(بی) اور (سی) - اس بارے میں تمام باتیں اکٹھی کی جا رہی ہیں - جونہی اسٹیٹ ملتی تیار ہو گیا آنریبل میمبر کو بھیج دیا جائیگا -

(ڈی) جو بورڈ بنایا جا رہا ہے گورنمنٹ اسکی رپورٹ کا انتظار کریگی اور جب اس کی رپورٹ مل جائیگی تو اس بارے میں فیصلہ کر سکیگی -

The Minister of Education (Maulana Azad): (a) The Government intend shortly to set up a Board of Physical Education, one of whose tasks will be the preparation of such a scheme.

(b) and (c). The information is being collected and will be supplied to hon. Member when received.

(d) Government will take decision after it has received the report of the Board of Physical Education mentioned in part (a) above.

Shri Ethirajulu Naidu: Within what time is the Board likely to be constituted?

مولانا آزاد : کوشش کی جا رہی ہے کہ جلد قائم ہو جائے -

Maulana Azad: Efforts are being made to set up the Board as early as possible.

Shri Ethirajulu Naidu: Do the Central Government give any directives or advice to State Governments in educational matters?

مولانا آزاد : ہاں مختلف موقعوں پر اس طرح کی ہدایتیں دی گئی ہیں - لیکن گورنمنٹ نے محسوس کیا ہے کہ یہ کام ٹھیک طور پر جبھی ہوگا جب ایک پریکٹیکل اسکیم تیار کی جائیگی اور اس کے مطابق کام ہوگا -

Maulana Azad: Yes, on different occasions such directives have been issued. But the Government have felt that this work can be properly done only when a practical scheme is prepared and action will be taken in consonance therewith.

Shri Ethirajulu Naidu: What will be the territorial scope, if I may say so, of the Board? Will it be restricted to the Centrally Administered Areas or extend to the entire Union?

مولانا آزاد : نہیں - یہ بورڈ جو بٹھایا جائیگا اسکا مطلب یہ ہوگا کہ ہم تمام ملک کو مشورہ دے سکیں اور ایک ایسی اسکیم تیار کی جائے جو تمام ملک میں پھیلائی جا سکے -

Maulana Azad: No. The object of the Board contemplated to be set up will be that we may be able to render advice to the entire country and prepare such a scheme which can be extended to the whole country.

श्री कामत : इस बोर्ड द्वारा यह नई स्कीम तैयार होने तक कोनसी स्कीम चालू रहेगी ?

Shri Kamath: Which of the schemes will remain in force till a new one is formulated by this Board?

مولانا آزاد : کوئی خاص اسکیم نہیں ہے -

Maulana Azad: There is no particular scheme.

श्री कामत : क्या गवर्नमेंट के सामने कोई खास स्कीम नहीं है ?

Shri Kamath: Is there no particular scheme before the Government?

Mr. Speaker: That is what he says.

CHECK ON INCREASE IN POPULATION

*415. **Shri Rathnaswamy:** (a) Will the Minister of **Health** be pleased to state whether the rate of births in India since the year 1941 has shown an upward trend?

(b) Have Government in view any proposal to popularise knowledge and appliances of birth conrtol?

(c) Will Government consider the advisability of making available the benefits of the knowledge of birth control to the poorer and labouring classes?

The Minister of Health (Rajkumari Amrit Kaur): (a) There is an indication of a downward trend in the birth rate as may be observed from the statement laid on the Table of the House. [See *Appendix I, annexure No.* 53].

(b) and (c). No. The social implications of a widespread campaign for the dissemination of knowledge in the matter of the use of contraceptives for the

purposes of birth control are fraught with risk to health in a population where there is mass ignorance of the laws of hygiene and neither adequate medical relief nor means of proper education. Family planning is a desirable objective. It should be sought to be obtained and will be better obtained in our country by social reform such as the raising of the age of marriage of both boys and girls. In any event any action to be taken in this direction will obviously have to be in close consultation with State Governments and with due regard to the social and religious susceptibilities of large sections of the population, bearing in mind also the frequently adverse moral effect of such methods as have been adopted in the Western Hemisphere.

Shri Rathnaswamy: Some time back, in a speech at Madras, the hon. Minister Shri Santhanam spoke of rationing of children. May I take it that that is the official policy of the Government?

Rajkumari Amrit Kaur: I am not aware of any such speech made by Mr. Santhanam. As far as the policy of the Central Government is concerned, I have given it in my answers to (b) and (c).

श्री जांगड़े : क्या यह सत्य है कि श्रमिक और ग़रीब वर्ग के लोगों में पैदायश ज़्यादा होती है, यदि ऐसा है तो क्यों ?

Shri Zangre: Is it a fact that the rate of birth is higher amongst the poorer and labouring classes, and if so, why?

Mr. Speaker: Order, order.

Shri Brajeshwar Prasad: Do Government propose to popularise the knowledge of birth control methods in towns where there is no such danger as the hon. Minister alluded to?

Rajkumari Amrit Kaur: No, because it is impracticable at the moment; and also it is not possible for Government to bear the expense of it.

Grants to Universities

***416. Shri B. K. Pani:** Will the Minister of **Education** be pleased to state:

(a) the Central grants given to each of the Universities for development and research in Science and Technology in each of the years 1947-48 and 1948-49; and

(b) whether the Utkal University has applied for any grant in these years and the reason why no grant was allotted?

منسٹر آف ایجوکیشن (مولانا آزاد) : (اے) ایک اسٹیٹمنٹ منسٹ ہاوس کی ٹیبل پر رکھدیا جاتا ہے - اس سے معلوم ہو جائیگا کہ ۴۷-۴۸ اور ۴۸-۴۹ میں انڈین یونیورسٹیوں کو ڈیولپ منٹ اور سائنٹفک اور ٹکنیکل ایجوکیشن کے لئے کتنی گرانٹ دی گئی ہے - [See *Appendix I, annexure No.* 54]

(بی) ۴۹ء میں اتکل یونیورسٹی نے درخواست دی تھی کہ اسے یونیورسٹی بلڈنگ لائبریری اور ریسرچ ورکس کے لئے گرانٹ دیجائے - گورنمنٹ ایسا نہیں کر سکی کیونکہ اس طرح کی جنرل اسکیموں کے لئے اسٹیٹ یونیورسٹیوں کو سنٹرل ریونیو سے مدد نہیں دی جاتی -

The Minister of Education (Maulana Azad): (a) A statement showing grants given to the Universities in India for development and research in Science and Technology in each of the years 1947-48 and 1948-49 is laid on the Table of the House. [See *Appendix I, annexure No.* 54].

(b) The Utkal University applied in 1949 for a grant for the construction of University buildings, equipment of its Library, and Research in Science and Archaeology. The proposal could not be considered as grants to state Universities for such general schemes are not normally made from Central Revenues.

NEWSPAPERS AND SANGH MOVEMENT

***417. Giani G. S. Musafir:** Will the Minister of **Home Affairs** be pleased to lay on the Table a statement showing:

(a) the names of the news-papers, pamphlets, booklets, etc., banned, seized or confiscated for directly or indirectly helping the R.S.S. movement in the Centrally administered areas in the year 1949;

(b) the names of buildings confiscated during the same period;

(c) the dates on which they were restored; and

(d) the present attitude of the Government towards R.S.S.?

The Minister of Home Affairs and the States (Sardar Patel): (a) to (c). The information is being collected and will be laid on the Table of the House in due course.

(d) Government's attitude towards the R. S. S. was explained in the Press Communique issued on the release of the R. S. S. leader. No occasion has arisen for Government to change that attitude.

Shri Syamnandan Sahaya: Sir, in view of the changed attitude of the R. S. S., do Government propose to return to them the buildings and other properties which were confiscated?

Sardar Patel: I do not know if any buildings have been taken by Government; but if any representation is received from the R. S. S. it will surely be considered.

Shri Frank Anthony: Is it a fact that the R. S. S. continue to impart semi-military training to its members?

Sardar Patel: I do not think so; if any semi-military training is given, the Provinces will take such action as is considered appropriate.

Shri Brajeshwar Prasad: Is it a fact that the R. S. S. organisation is secretly still indulging in subversive activities?

Sardar Patel: If such secret activities are being continued by the R. S. S. and they are within the knowledge of the hon. Member, he may bring it to the notice of Government.

Shri R. K. Chaudhuri: Is the hon. Minister aware that the leader of the R. S. S. has been touring round the country and recently in Assam, advocating active co-operation of the people with the present Government?

Sardar Patel: Well, the hon. Member is well aware that the leader of the R. S. S. is touring all over the country and there is no ban on him; he is advising his supporters to support the Government.

PAKISTAN RAIDS ON TRIPURA

*418. **Shri G. S. Guha:** (a) Will the Minister of **States** be pleased to state whether the attention of the Government has been drawn to the U.P.I. report dated the 3rd February, 1950 from Agartala that (i) a mob of about 7,000 to 8,000 led by Pakistan armed police and armed Ansar volunteers raided Bakshanagar Police Station in Tripura State on the 29th January last and (ii) that the town of Kamalpur in the same State is "virtually under complete blockade"?

(b) Have Government received any report about part (a) (i); and, if so what are the facts of the case and have they taken any action in the matter?

(c) What are the facts regarding part (a)(ii) above?

(d) Are Government considering the question of constructing a road linking Kamalpur with Agartala through the State territory?

The Minister of Home Affairs and the States (Sardar Patel): (a) to (c). The Chief Commissioner has reported that on the 29th January, 1950, there was a raid on Tripura from the Tippera district of East Bengal by a crowd of raiders from East Bengal assisted by PAK armed forces. During this raid the Bakshanagar Tehsil office and the Kalamchoura Thana in Sonamoura division were burnt down. A detailed report from the Chief Commissioner is still awaited.

(d) Internal communications in Tripura are very bad and the Chief Commissioner has been asked to prepare a scheme of constructing roads to link Agartala with all parts of the State.

Shri G. S. Guha: Is it a fact that border raids are still continuing, particularly in Balonia Division in Tripura?

Sardar Patel: We have sent a special officer to enquire into this matter, and when his report is received we will be able to know the position.

Shri Tyagi: What action did the local authorities take to repel the attack by armed forces from Pakistan?

Sardar Patel: They took proper defensive measures.

Shri Tyagi: I want to know what defensive measures were taken.

Sardar Patel: Military pickets have been posted.

Shri Tyagi: Was not the attack repelled? Was there no fighting?

Sardar Patel: When the raiders came there was nobody. How can there be any fight? So proper pickets are posted.

PRIME MINISTER'S APPEAL *re* VOLUNTARY PAYMENT OF EVADED-TAXES

*419. **Shri M. P. Mishra:** (a) Will the Minister of **Finance** be pleased to state whether there has been any appreciable response to the Prime Minister's appeal for the disclosure of all the hidden money that has evaded the taxes so far?

(b) If the answer to part (a) above be in the affirmative, what is the actual amount of such money?

(c) If the answer to part (a) above be in the negative, what steps do the Government of India now propose to take in the matter?

The Minister of Finance (Dr. Matthai): (a) to (c). It is yet too early to anticipate the result of the appeal made by the Prime Minister for voluntary payment of evaded taxes. Government have had several schemes under consideration to give effect to the proposal to facilitate voluntary settlement of such cases. The whole matter has been discussed with the *Ad hoc* Committee on Devaluation.

Prof. Ranga: Has there been a single instance where an evader had owned his responsibility?

Dr. Matthai: As a matter of fact, under the scheme of voluntary settlement in regard to cases which are under consideration of the Income-Tax Investigation Commission, there has been fair progress.

Shri M. P. Mishra: Have Government under consideration any definite measures for collecting such money, except by making appeals to the tax evaders?

Dr. Matthai: The Income-tax Investigation Commission which is now functioning with regard to this matter are tackling this question from the point of view of semi-judicial investigation and also from the point of view of voluntary settlement of the matter.

Shri Deshbandhu Gupta: May I know whether it is realised that in the absence of any definite scheme proposed by Government, the effect of the Prime Minister's appeal cannot be very much?

Mr. Speaker: Order, order.

Shri Gautam: Have Government taken into consideration the loss incurred by the tax evaders in this process of assessing income-tax?

Dr. Matthai: The hon. Member refers to cases which are under consideration by the Income-tax Investigation Commission and I am not in a position to answer that question.

Prof. S. N. Mishra: Have Government estimated the amount which has been evaded so far, during last year?

Dr. Matthai: I wish I knew that.

Shri M. P. Mishra: Are Government aware that some top ranking people in the country are among these tax evaders? Are they aware that some people in high positions in society have evaded this tax?

Dr. Matthai: The whole matter is under examination by the Commission, and I do not wish to make any suggestions regarding people whose cases are under examination.

WRITTEN ANSWERS TO QUESTIONS

EXPENDITURE ON TOURS IN INDIA BY GOVERNMENT OFFICIALS

*397. **Shri Sidhva:** Will the Minister of **Finance** be pleased to lay on the **Table a statement showing the total amount spent by various officers and their** subordinates during the years 1948 and 1949, each year separately (from January to December) for tour in India under various Ministries, giving figures for each Ministry separately?

The Minister of Finance (Dr. Matthai): The information asked for by the hon. Member is not readily available and it will entail considerable expenditure of time and money to collect it. I consider that in the present circumstances it will neither be desirable nor worthwhile to collect the information.

RANGE OF RADIO STATION AT NAGPUR

*400. **Dr. Deshmukh:** (a) Will the Minister of **Information and Broadcasting** be pleased to state the ordinary range of the broadcasting station at Nagpur?

(b) Is it a fact that this station is situated in the Marathi-speaking area and that the ordinary range does not extend beyond the Marathi-speaking area?

(c) If not, what is the proportion of the Hindi-speaking area to the Marathi-speaking area within this range?

(d) What is the average time allotted to the broadcasts from this station in English, Marathi and Hindi?

The Minister of State for Information and Broadcasting (Shri Diwakar): (a) Technically the effective range of the Nagpur broadcasting Station, which is equipped with a 1 KW Medium wave transmitter, extends to a radius of about 25 miles. The Station, however, is ordinarily heard clearly far beyond that radius, roughly about 100 miles.

(b) While the Station is situated in the predominantly Marathi-speaking area, it can be heard up to considerable distances beyond its immediately surrounding area.

(c) Approximately equal.

(d) Average time allotted to broadcasts in English, Marathi and Hindi, including news bulletins is:

English	- 1 hour 10 minutes per day approximately.
Marathi	- 2 hours 30 minutes per day approximately.
Hindi	- 2 hours 30 minutes per day approximately.

INSTITUTIONS FOR PRE-CADET TRAINING

*401. **Dr. Deshmukh:** (a) Will the Minister of **Defence** be pleased to state the number of institutions, if any, (i) managed and (ii) recognised by the Government of India for pre-cadet training?

(b) Is there any scheme for opening new institutions for imparting training to young men so as to make them fit for recruitment to the Defence Forces?

The Minister of Defence (Sardar Baldev Singh): (a) Government does not run, nor has it recognised, any institutions for pre-cadet training in the sense that the cadets passing out from those institutions are directly taken into the National Defence Academy or the Armed Forces. Recruitment of officer cadets is now made on the result of examinations conducted by the Union Public Service Commission followed by interviews by Selection Boards, and boys of all educational institutions who satisfy the prescribed conditions are equally eligible. There are, however, a few educational institutions under the Defence Ministry, such as the colleges at Dehra Dun, Jullundur, Belgaum, Ajmer and Bangalore, students from which are, like others, eligible for selection as officer cadets.

(b) No.

Motor Vehicles for Government Departments

*403. **Dr. Deshmukh:** Will the Minister of **Finance** be pleased to lay on the Table a statement showing:

(a) the number of motor vehicles of all kinds including motor cycles purchased by the Government of India for their civil departments since each of the years 1946-1947 up-to-date and the cost per annum incurred on them;

(b) petrol and oil consumed by these vehicles annually since 1946-47; and

(c) the total annual cost of all the vehicles in use including salaries of drivers, repairs, petrol and oil?

The Minister of Finance (Dr. Matthai): The information is not readily available. It is being collected and will be laid on the Table of the House in due course.

Amount received from Chhattisgarh States

*408. **Shri R. L. Malviya:** (a) Will the Minister of **States** be pleased to state the amount received by the Government from each of the Chhattisgarh States at the time of their merger with the Central Provinces and Berar on the 1st of January 1948?

(b) How much of the amount referred to in part (a) above has been spent for the welfare of the respective states and what is the balance in favour of each?

(c) In what welfare activities has the amount been spent in each state so far and what is the plan of the Government for its utilization in future?

The Minister of Home Affairs and the States (Sardar Patel): I invite the attention of the hon. Member to my reply to Starred Question No. 250 by Shri Kishorimohan Tripathi on 9th February 1949 in the Constituent Assembly of India (Legislative) and to the statement laid on the Table of the House subsequently.

National Savings Certificates

*420. **Shri Jnani Ram:** Will the Minister of **Finance** be pleased to state:

(a) the purpose of issuing National Savings Certificates;

(b) the value of National Savings Certificates sold every year from 1942-43 to 15th August, 1947;

(c) the amount refunded each year during that period;

(d) premature re-payments made in these years; and

(e) the reasons for premature re-payments?

The Minister of Finance (Dr. Matthai): (a) The purpose is to provide facilities for investment to middle and lower class people.

(b) to (d). A statement is laid on the Table.

(e) It is open to the holders to cash their certificates after a certain period without assigning any reasons.

STATEMENT

Sales and discharges of National Savings Certificates from 1943-44 to 14th August 1947.

(In lakhs of Rs.)

Year	Sales	Discharges
1943-44	8,66	1
1944-45	19,40	1
1945-46	22,96	10
1946-47	21,56	2,43
1947-48		
1st April—14th August, 1947	7,18	2,82

Note.— (1) National Savings Certificates were first introduced in 1943.

(2) Holders are entitled to discharge their certificates after a period of 18 months in the case of high denomination certificates and after 12 months in the case of certificates of Rs. 5. No reasons need be assigned.

ORGANISATION OF PANCHAYATS

*421. **Shri Jnani Ram:** Will the Minister of **Health** be pleased to state:

(a) whether the Government propose to take action to organise Panchayats throughout the Union in accordance with the directions given under Article 40 of the Constitution;

(b) whether any of the States within the Union have taken action to organise Panchayats;

(c) if so, the names thereof;

(d) whether the Panchayats are given any administrative or judicial powers;

(e) if so, of what nature; and

(f) whether it is possible for the Government to constitute a Central Panchayat Board for the time being to advise the States to constitute Village Panchayats?

The Minister of Health (Rajkumari Amrit Kaur): (a) to (f). The matter is primarily for the State Governments. The States have been addressed and the information asked for will be furnished on receipt of their replies. Government do not consider it necessary to set up a Central Panchayat Board.

TUBERCULOSIS

*422. **Shri Rathnaswamy:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there is a rapid increase of deaths due to T.B. since the last two years;

(b) if so, what effective measures have been or are being taken to check this pestilence; and

(c) whether in view of the spread of this disease, the Government will consider the advisability of giving direction to the State Governments to follow a uniform policy?

The Minister of Health (Rajkumari Amrit Kaur): (a) While the incidence of T.B. may definitely be said to be on the increase it is impossible, because of the non-availability of nebulous character of the figures at hand, to say how much mortality from this disease has actually increased. A rough reckoning points to an annual death rate of at least half a million persons a year.

(b) Preventive and curative measures against this disease fall within the sphere of the State Governments. A statement showing the action taken or proposed to be taken by the Union Government is laid on the Table of the House. [See *Appendix I, annexure No. 55*].

(c) A resolution was passed at the Second Health Ministers' Conference held in August, 1948, recommending the steps to be taken for the prevention of the spread of tuberculosis. A copy of the resolution was forwarded to the State Governments. The resolution indicates a uniform policy to be adopted by all State Governments and the present B.C.G. Vaccination campaign is a part of that uniform policy.

TUBERCULOSIS

***423. Shri Zangre:** (a) Will the Minister of **Health** be pleased to state whether it is a fact that B.C.G. inoculation against tuberculosis has been effected in the year 1949; and, if the answer is in the affirmative, what is the result on the inoculated people?

(b) Have Ayurvedic and Unani medical remedies been brought into use to fight tuberculosis?

(c) Is the research on Ayurvedic and Unani methods being made?

(d) How many health and T. B. sanatoria have been opened in the year 1949?

The Minister of Health (Rajkumari Amrit Kaur): (a) Yes. Attention of the hon. Member is invited to the reply given to Starred Question No. 289 asked by Shri R. K. Sidhva on the 17th February, 1950. The beneficial results can be estimated with some precision only after observation for a period of years. A research unit will be established shortly at Madanappalle to judge the result of B. C. G. vaccination in the population. Statistics obtained in other countries go to show that the incidence of tuberculosis in the vaccinated group is much less than the incidence in the non-vaccinated group.

(b) Government have no scientifically based information regarding the remedies used by Ayurvedic and Unani physicians to treat tuberculosis.

(c) An Expert Committee has been appointed to make recommendations for the establishment of a research centre for research in the Ayurvedic and Unani systems of medicine.

(d) Two new tuberculosis hospitals started functioning during 1949. They are (i) the Khushaldas J. Mehta Tuberculosis Hospital at Jinthoria in Saurashtra, with 64 beds and (ii) the Government Tuberculosis Hospital at Bhawanipatna in Orissa with 25 beds.

SCHEDULED CASTES SCHOLARSHIPS

***424. Shri R. Subramaniam:** Will the Minister of **Education** be pleased to state the total number of students sent for foreign studies by this Government in 1948-49 and 1949-50 and how many of them are Scheduled Caste students?

(b) What is the total number of scholarships offered to Scheduled Caste students in India for 1948-49 and 1949-50 and how many of them are for professional courses?

The Minister of Education (Maulana Azad): (a) No scholars have been selected under the Overseas Scholarships Scheme for education abroad since 1947.

(b) The total number of scholarships offered to Scheduled Caste students in India is 645 for 1948-49 and 921 for 1949-50. Out of these 256 and 365 respectively are for professional courses.

Prevention of Poliomyelitis

*425. **Shri Kamath**: Will the Minister of **Health** be pleased to state:

(a) whether the attention of Government has been drawn to the warning sounded by Doctor Kezerian of the World Health Organization to the effect that poliomyelitis might break out in epidemic form in Bombay, Calcutta, Delhi and Madras, if immediate preventive measures were not taken; and

(b) if so, the nature of preventive and defensive measures taken, or proposed to be taken by Government in this connection?

The Minister of Health (Rajkumari Amrit Kaur): (a) Government are fully aware of the possibilities of poliomyelitis breaking out in epidemic form in India. It was because of this awareness that the Government of India as early as September, 1949 requested the World Health Organisation to send an expert team to this country in order to give proper advice on matters concerning the control of poliomyelitis. The W.H.O. team with Dr. Kezerian as leader has already arrived in India and will be working here for two months. The team will visit important centres like Bombay, Madras and Calcutta and make recommendations to the Government of India.

(b) A statement is laid on the Table of the House.

STATEMENT

Preventive and defensive measures against poliomyelitis are practically the same as those for improving general hygienic and sanitary conditions, particularly in urban areas. There is, at present, no indication that epidemics of poliomyelitis may be controlled by active or passive immunization as in the case of small-pox. Owing to the fact that there was a mild epidemic of poliomyelitis in Bombay last year and a few cases were reported to have occurred in Delhi, the State Governments concerned promptly made the disease notifiable. A leaflet putting the general public in possession of such knowledge as would help to ward off the disease as well as prevent its spread was issued. Separate wards were set apart for isolation and treatment of polio cases both in Bombay and in Delhi. Also, for the purpose of treating one of the most serious complications of poliomyelitis, namely, respiratory paralysis, 20 iron-lungs have been obtained for use in India with the help of the World Health Organisation. Arrangements for the training of doctors and nurses in Bombay at the Polio Rehabilitation Centre were also made. One doctor and two nurses were sent from Delhi for this purpose. The Indian Council of Medical Research (previously called the Indian Research Fund Association) has also established a research centre in poliomyelitis in Bombay for the study of epidemiological features of the disease in India. The Society for the Rehabilitation of Disabled and Crippled Children, Bombay, which has been working since 1947, has been given by the Government of India a grant of Rs. 33,333 towards the construction of an Orthopaedic Hospital in Bombay.

SURPLUS STAFF IN TRAVANCORE-COCHIN UNION

*426. **Shri R. Velayudhan:** (a) Will the Minister of **States** be pleased to state whether any undertaking was given that the surplus officers of the two **States of Travancore and Cochin would be provided elsewhere after integration?**

(b) If so, what steps have the Ministry of States taken to provide jobs to those surplus officers?

(c) Have the Government of the Travancore-Cochin Union sent a list of the surplus officers to the States Ministry?

The Minister of Home Affairs and the States (Sardar Patel): (a) to (c). No such undertaking was given by the Government of India. A list of some surplus officers sent by the Government of Travancore and Cochin has, however, been forwarded to the other States and Union Governments in case they could utilise their services.

JUDGES IN HIGH COURTS

47. Lala Raj Kanwar: Will the Minister of **Home Affairs** be pleased to lay on the Table a statement showing:

(a) the number of (i) permanent and (ii) temporary Judges in each High Court in the country with the salary drawn and the age attained by each of them on 1st February, 1950;

(b) of the above number, how many Judges and which of them are members of the I.C.S., the P.C.S, or any other Service; and

(c) when is each such Judge due to retire in the normal course?

The Minister of Home Affairs and the States (Sardar Patel): The information is being collected and will be laid on the Table of the House.

JUDICIAL COMMISSIONERS IN CHIEF COMMISSIONERS' STATES

48. Lala Raj Kanwar: Will the Minister of **Home Affairs** be pleased to state the number of Judicial Commissioners and Additional Judicial Commissioners, if any, in each Chief Commissioner's State with the salary drawn and age attained by each of them on 1st February, 1950?

The Minister of Home Affairs and the States (Sardar Patel): The information is being collected and will be laid on the Table as soon as it is ready.

EXPENDITURE ON CAPITAL WORKS, SUPPLIES AND SERVICES TO KASHMIR

49. Pandit M. B. Bhargava: (a) Will the Minister of States be pleased to state what expenditure has been incurred in respect of supplies and services to Jammu and Kashmir State apart from the expenses on military operations during the year 1949?

(b) Has any expenditure been incurred on capital works in Jammu and Kashmir?

(c) If so, what are those capital works and what is the amount of expenditure incurred so far?

The Minister of Home Affairs and the States (Sardar Patel): (a) The estimated expenditure during 1949-50 is Rupees 85 lakhs.

(b) and (c). The capital works and the anticipated expenditure on them upto the end of 1949-50 are:

Jammu-Pathankot Road (portion lying within State territory). Rs. 284 lakhs,

Survey and investigation of Pathankot-Udhampur Road. Rs. ·42 lakhs.

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

VOLUME I, 1950

(28th January, 1950 to 23rd February, 1950)

First Session

of the

PARLIAMENT OF INDIA

1950

20-12-94

CORRIGENDA

to

the Parliamentary Debates (Part II—Other than Questions and Answers), 1st Session, 1950;—

In Volume I,—

1. No. 1, dated the 28th January, 1950,—
   (i) Page (i) Col. 1, *after* line 4 *insert* "Ahammedunni, Shri V.C. (Travancore-Cochin".
   (ii) Page (ii), Col. 2, line 27 *for* "Rafi Ahmed, Shri "*read* "Shri Rafi Ahmed".
   (iii) Page (iv), Col. 2, *delete* line 20.

2. No. 2, dated the 31st January, 1950,—
   पृष्ठ १८, आठवीं पंक्ति के आदि में "न्त" के स्थान पर "अन्त" पढ़ें।

3. No. 3, dated the 1st February, 1950,—
   (i) Page 32, line 13 *for* "ule" *read* "rule".
   (ii) पृष्ठ ७६, पंक्ति १८ में "पच्चास" के स्थान पर "पच्चीस" पढ़ें।

4. No. 4, dated the 2nd February, 1950,—
   (i) Page 103, line 3 *add* "it" *before* "*is*".
   (ii) पृष्ठ १०३, नीचे से दूसरी पंक्ति के अन्त में "जी" के स्थान पर "जीता" पढ़ें।
   (iii) पृष्ठ १०७, के अन्त मै "आज हमको" के आगे "यह देखना होगा कि जो चीजें ह मने अपने विधान में रखी हैं उनको मुल्क के काम में लाया जाय। मैं अर्ज करना चाहता हूं कि अब जमाना बदल गया है" जोड़े।
   (iv) Page 110, line 5 from bottom *for* "humiled" *read* "bundled".

5. No. 5, dated the 3rd February, 1950,—
   (i) पृष्ठ १८२, दूसरी पंक्ति में "इालकों" के स्थान पर "इलाकों" पढ़ें।
   (ii) Page 186, line 17 from bottom *for* "debator" *read* "debtor".
   (iii) Page 188, line 18 *for* "unformity" *read* "uniformity".

6. No. 6 dated the 6th February, 1950,—
   (i) Page 204, line 20 from bottom *for* "were" *read* "are".
   (ii) Page 212, line 12 from bottom *for* "of" *read* "the".
   (iii) Page 224, line 13 *for* "from" *read* "form".
   (iv) Page 232, line 20 from bottom *for* "happens to be the Chairman and whether he could be expected" *read* " will act as its President; he is an I. C. S. man and is, admittedly,".

7. No. 8, dated the 8th February, 1950,—
   Page 315, line 19 *for* "refugee" *read* " refuge".

8. No. 9, dated the 9th February, 1950,—
   (i) Page 369, line 24 *for* "are" *read* "am".
   (ii) Page 371, *for* line 18 *read* "giving me credit for having done something which should really go to the".
   (iii) Page 389, line 2 from bottom *for* "khakad" *read* "khahad".

9. No. 10, dated the 10th February, 1950,—
   (i) Page 415, line 2 from bottom *for* "detrimetal" *read* "detrimental".
   (ii) Page 420, line 10 from bottom *for* "is" *read* "in".
   (iii) Page 431, line 3 from bottom *for* "L" *read* "5".
   (iv) Page 433, line 16 *for* "Trat" *read* "that".

10. No. 11, dated the 13th February, 1950,—
    (i) Page 454, line 25 from bottom *after* "was" *insert* "as".
    (ii) Page 463, line 21 from bottom *for* "re-assembled" *read* "then adjourned for".

772 PSD.

11. No. 12, dated the 14th February, 1950,—
Page 498, line 8 from bottom *for* "strach" *read* "starch".

12. No. 14, dated the 17th February, 1950,—
(i) Page 591, line 6 *for* "atmosphede" *read* "atmosphere".
(ii) Page 604, line 4 *for* "inperils" *read* "imperils" and in line 6 *for* "calus" *read* "Salus".
(iii) पृष्ठ ६०८, पंक्ति ५ में "अम्मा" के स्थान पर "आमा" पढ़ें।
(iv) पृष्ठ ६०८, पंक्ति १२ में "तकरीर" के स्थान पर "जो तकरीर" पढ़ें।
(v) पृष्ठ ६१०, नीचे से पंक्ति ५ में "दस" के पश्चात् "दस" समाविष्ट करें।
(vi) पृष्ठ ६१४, नीचे से दूसरी पंक्ति में "तरह" के पश्चात् "से" समाविष्ट करें और "बंगाल" के पश्चात् "से" हटा दें।
(vii) Page 616, line 12 from bottom *for* "then" *read* "their".
(viii) पृष्ठ ६२५, पंक्ति १५ के अन्त में "यह" को हटा दें और १६ के आदि में "काम" के स्थान पर "महकमा" पढ़ें।
(ix) Page 637, *omit* "last line".

13. No. 15, dated the 20th February, 1950,—
(i) Page 659, line 12 *for* "acpital" *read* "Capital".
(ii) Page 662, line 21 from bottom *for* "of the" *read* "in the".

14. No. 17, dated the 22nd February, 1950,—
(i) Page 708, line 15 from bottom *for* "States" *read* "State".
(ii) Page 723, line 21 *omit* "It is" *before* "*Jowar*".

15. No. 18, dated the 23rd February, 1950,—
(i) Page 751, line 13 from bottom *for* "Begal" *read* "Bengal".
(ii) Page 758, line 24 from bottom *for* "turbulation on accuont" *read* "tribulation on account".
(iii) पृष्ठ ७६०, नीचे से पंक्ति १८ के अन्त में "तो है मैं" के स्थान पर "हैं मैं तो" पढ़ें।
(iv) पृष्ठ ७७६, नीचे से पंक्ति ७ में "हा" को "कहा" पढ़ें।
(v) Page 783, line 2 *for* "a" *read* "as".
(vi) Page 798, line 2 *for* "coutry" *read* "country".
(vii) Page 800, line 9 from bottom *for* "33 percent" *read* "33⅓ percent".
(viii) Page 801, line 6 *for* "ward" *read* "award".

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PARLIAMENTARY DEBATES

(PART II--PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Tuesday, 21st Febtuary, 1950

The House met at a Quarter to Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

11-45 A.M.

DEATH OF SHRI SARAT CHANDRA BOSE

The Prime Minister and Leader of the House (Shri Jawaharlal Nehru): May I, Sir, with your permission, refer to the passing away yesterday of a renowned Member of this House and one who played a noble part in the struggle for freedom in this country—I refer to Shri Sarat Chandra Bose. A member of a very distinguished family and a lawyer of eminence, he occupied the highest position in the organisations engaged in the struggle for freedom. He was a member of the Congress Working Committee for some years. He became a Member of this House and was chosen as the Leader of the Congress party in this House. Later he became a Member of the interim Government which came into existence in 1946. Later, on the political plane, he parted company with some of us and was one of our severest critics. But whether he was a critic or not, which he had every right to be, he has played an eminent role in the struggle for freedom and it is a matter for sorrow for us that an eminent Indian should pass away. At any time that would have been a matter for sorrow for us; but, at the present time, more especially when grim tragedy faces us in Bengal and when the voice of controversy should be hushed before this tragedy, both actual and potential, it is a great sorrow and regret that an eminent son of Bengal and of India should pass away.

All of us today are living under great strain because of the news that we receive from day to day of happenings in Bengal. The news that comes to us is often rather vague and, maybe, it is often exaggerated. It is not always easy to check it. We try to check it, but nevertheless it is true that, however vague it may be, there is a substratum of truth in it which is very bad and very evil. And what is more, the potentialities of the situation carry even greater evil. All of us, therefore, whether we are Members of Government or other Members of this House or members of the public, are greatly exercised and it is up to us to do everything in our power to stop the evil, to avert further evil. I hope soon, on a future occasion, to say more about the subject. But, for the present it has come as a shock to us that, at this moment when it is up to all of us, not only in Bengal but outside also, to combine together to face this tragedy and this evil, one great son of Bengal should pass away.

I would like you, Sir,—and I am quite sure the House will agree with me—to convey the regret of this House and the condolence of this House to the members of the family of Shri Sarat Chandra Bose.

Mr. Speaker: I associate myself entirely with what has fallen from the lips of the Leader of the House. I had the privilege of close personal contact with the late Sarat Chandra Bose during the period of his leadership of the

[Mr. Speaker]

Congress party in the Central Assembly and of his Membership of the interim Government. We all bemoan his loss and our sympathies naturally go to his widow, sons and daughters.

The House will stand for a minute in silence as a mark of respect to the deceased.

SPECIAL CRIMINAL COURTS (JURISDICTION) BILL

The Minister of Home Affairs and the States (Sardar Patel): I beg to move for leave to introduce a Bill to confer upon special criminal courts, constituted by or under certain State laws, jurisdiction to try offences against laws with respect to any of the matters enumerated in the Union List.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to confer upon special criminal courts, constituted by or under certain State laws, jurisdiction to try offences against laws with respect to any of the matters enumerated in the Union List."

The motion was adopted.

Sardar Patel: I introduce the Bill.

INDIAN TARIFF (SECOND AMENDMENT) BILL

The Minister of Commerce (Shri Neogy): I beg to move for leave to introduce a Bill further to amend the Indian Tariff Act, 1934.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Tariff Act, 1934."

The motion was adopted.

Shri Neogy: I introduce the Bill.

CAPITAL ISSUES (CONTINUANCE OF CONTROL) AMENDMENT BILL

The Minister of Finance (Dr. Matthai): I beg to move for leave to introduce a Bill to amend the Capital Issues (Continuance of Control) Act, 1947.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to amend the Capital Issues (Continuance of Control) Act, 1947."

The motion was adopted.

Dr. Matthai: I introduce the Bill.

THE RAILWAY BUDGET FOR 1950-51

The Minister of Transport and Railways (Shri Gopalaswami): I rise to lay before Parliament a statement of the estimated receipts and expenditure of the Indian Railways for the year 1950-51. The proposals for expenditure contained in that statement will be submitted to the vote of the House in due course. As in the current year, I have no proposals to make, for the coming year, for altering railway fares or freights—the price that the consumer has to pay for the service that the Railways render to him.

2. A fresh epoch has commenced in the history of our country. A new Republic has been born. The constitution framed for that Republic has been inaugurated and this is the first Railway Budget presented under the provisions of that Constitution. The occasion is, therefore, in some respects, unique and it is important that, at the inception of a new order, such as this, we cannot be too mindful of the heavy responsibility that rests on our shoulders in giving the proper lead in the enunciation of governmental policy and its implementation.

3. The time at which Railways enter the new era synchronizes with the completion of the first phase of a period of remarkable recovery in their working. Having successfully triumphed over the deterioration in equipment and operation due to the war and the unprecedented difficulties and damage during the post-partition period, they are now on the road of rehabilitation and expansion, moving rapidly towards the attainment and maintenance of a progressive standard of operative efficiency and public service. The incorporation of the large number of Indian States in the Union and their integration into a small number of sizeable units—an achievement for which the country owes a deep debt of gratitude to Sardar Patel—are amongst our most solid achievements after the transfer of power. The further integration with the Union of the federal functions of these States has resulted in the addition of a route mileage of 7560 to the Indian Government Railways. The railway system of India will, from 1950-51, cover the entire country, with a route mileage of 33084 miles. With the exception of 776 miles of unimportant branch lines, this nationalised undertaking will enjoy the monopoly of rail-transport in the country.

4. Transport is in the main only a hand-maid of trade and industry and is therefore extremely sensitive to the gusts of wind that afflict the latter from time to time. The current year has had more than its due share of economic troubles in industrial production, trade relations, and the repercussions of devaluation. The impact of these on the Railways is discernible on the surface, but it has not been permitted to arrest the progress of the rationalisation of railway service and its expansion in the directions which I indicated in my Budget speech in February 1949. The so-called bottleneck in rail-transport is no longer even a mentionable contributory factor to such malaise in the economic sphere, in production or distribution, as now prevails in the country. In the field both of endeavour and of achievement in tackling this malaise the railways have attempted to give the lead. The lead has been followed up by
12 NOON vigilant and energetic action in many directions. The punctuality of passenger service has gone up. The wagon turn-round has shown great improvement. The Priorities Organisation, which, in past years, came in for much criticism, has now ceased to exist, and rationing has been almost replaced by free and equal opportunities to all for obtaining transport. As a result, goods are no longer held up unnecessarily or unduly at junctions or way-side stations. They are booked with ease and move with speed across the country. There has been a continuous drive for the betterment of the amenities available to the travelling public. Work has commenced in the new factory for the manufacture of locomotives in India. The arrangements for establishing a factory for the manufacture of all steel welded passenger coaches are well forward. The conditions of railway labour have been ameliorated and the relations between railway managements and railway labour have entered on a new phase, I fondly believe, of cordiality and mutual co-operation. The upward trend in our revenue receipts has been maintained. Steps have been taken for promoting the stabilisation of the relations between Railway Finance and the General Finances of the country. There has been and will be a steady strengthening of our reserves.

5. The quality of the service rendered by Railways to the public is very largely dependent on efficiency in administration. Hon. Members, I trust,

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are aware that there has been a toning up of railway administrative work both in the field and in the offices, but nobody can be more conscious than I am of the fact that there is considerable leeway to make up in this direction. There are defects; there have been failures and delays in taking action which have justifiably caused irritation to those affected, as also a certain lack of the human approach to railway problems in cases where the presence of that approach would have eased difficult situations and given general satisfaction. I know that hon. Members will be only too critical of these failings, and it will be my constant endeavour to continue eliminating them as they come to my notice. They should not, however, be allowed to obscure the solid progress that has been made in essentials. Republican India starts with a railway system almost entirely State owned; with a capital at charge of the order of Rs. 800 crores made available by the general taxpayer; with railway property and assets whose present worth is several times the amount of the capital-at-charge; rendering public utility service reaching out to the uttermost corners of this vast country; employing nearly a million workers, both officers and men, whose patriotic keenness for reaching and maintaining standards contributing to the greatness of their country in the world, is as high as that of any comparable sector of India's population; and with finances which are sound in the present and give promise of dependability in the future.

6. Soon after I took over the Railway portfolio, I was impressed with the necessity for introducing certain measures of financial and administrative reform in order to ensure, on the one hand, a flexibility in railway finance administration with a view to permit of a rational development of the railway system for fulfilling its complementary role in the general economic development of the country, and, on the other, the attainment of a high standard of operational efficiency and economy. When I addressed the House on a similar occasion last year, I indicated that it was my intention to request the House to set up a committee for reviewing and redefining the relationship between General and Railway Finance. The House set up this Committee on my invitation soon after, and it was charged with the task of reviewing the developments since the Convention Resolution in 1924, making recommendations calculated to remove the difficulties which had been experienced in implementing the somewhat complicated formula of that Resolution and suggesting a solution which would achieve more effectively the objects underlying financial separation. The Committee made its report well in advance of the target date fixed by the House. Its recommendations which were accepted by the Government were placed before the House in the form of a Resolution and approved by it on the 21st December 1949. The revised Convention, which will be effective for a period of 5 years commencing from 1950-51, contains the following directives:

(a) The separation of Railway from General Finance should continue but the present relationship between them should be so altered as to give the general taxpayer the status of the sole share-holder in the Railway undertaking entitled to a guaranteed dividend of 4 per cent. on the loan capital invested in the undertaking as computed annually.

(b) The contribution to the Depreciation Reserve Fund should be a minimum of Rs. 15 crores a year.

(c) The rules of allocation of expenditure between capital and revenue should be modified in the following manner:

(i) the full cost of replacement including the improvement and the inflationary elements in it should be charged to the Depreciation Reserve Fund;

(ii) the financial limit for charging to revenue the cost of minor additions and improvements should be raised from Rs. 10,000 to Rs. 25,000 on each individual item;

(iii) the expenditure on unremunerative projects for improving operational efficiency costing not more than Rs. 3 lakhs should continue to be charged to revenue, the excess over Rs. 3 lakhs on such projects being charged to a Railway Development Fund to be constituted;

(iv) expenditure on the construction of new lines which are necessary but unremunerative may be financed to the extent possible from the new Railway Development Fund;

(v) expenditure on unremunerative strategic lines should be charged to capital, but no dividend on the capital funds so expended should be payable to General Revenues.

(d) The scope of the Revenue Reserve Fund should in future be limited to—

(i) ensuring payment of the prescribed dividend, and

(ii) bridging the budgetary gap, if any.

(e) A Railway Development Fund should be constituted for the following purposes:

(i) passenger amenities;

(ii) labour welfare; and

(iii) financing projects which are necessary but which are unremunerative at the time of construction; and the existing Betterment Fund should be merged in this new fund with the reservation that for the next 5 years a sum of Rs. 3 crores per year should be made available from the new fund for expenditure on passenger amenities.

(f) The loan account should be separated from the block account, the former representing in future the capital-at-charge of the undertaking and the latter the assets of the undertaking whether financed from revenue or from loans.

The revised Convention is a great step forward in the development of railway financial policy. For over 25 years, Railways were struggling with the difficulties involved in the literal carrying out of the somewhat complicated formula enacted by the 1924 Convention. It is to the credit of the practical mindedness of the members of the Convention Committee which was set up in April 1949—which by the way was presided over by me and included my hon. colleague, the Finance Minister—that they decided finally to discard the 1924 formula and adopt in its place a simpler, juster and more easily workable arrangement. They came to the conclusion that a fixed dividend would assure to General Revenues, over the term agreed on, a dependable return on the capital at charge and that this would facilitate forward planning while, at the same time, it would assist the Railway undertaking in planning and implementing a comprehensive programme of rehabilitation for overtaking the heavy arrears of renewals, replacements and neglected maintenance as well as of improvement and expansion of railway service. The raising of the rate of annual contribution to the Depreciation Reserve Fund is based on the consideration that present replacement costs bear no relation to the original cost of acquisition or the estimated lives of the assets—the two factors which have hitherto determined the rate of contribution. The larger annual payment of 15 crores

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will secure the strengthening of the Fund to the extent which the Committee considered necessary over the term of years for which the Convention is to be in force. The enhancement of the burden of expenditure which revenue has thus to bear is in accordance with commercial principles and will prevent the over-capitalisation of the railway undertaking. The institution of a Railway Development Fund is due to the recognition that future railway development could no longer be conditioned by commercial considerations alone and that a system of nationalised railways must perforce fill a positive and complementary role in the general economic development of the country. The obligation of the State to expand rail facilities in undeveloped areas unhampered too much by considerations of the adequacy of the return on the capital invested cannot be escaped. It would be imprudent to finance such unremunerative expansion from loan capital on which a minimum liability equivalent to the dividend payable thereon has of necessity to be immediately assumed. The Committee, therefore, came to the conclusion that a Railway Development Fund created out of the revenue surpluses of prosperous years would be a suitable way in which such expansions of the service could be financed without adding to the already overcapitalised structure of the undertaking. Capital construction will, therefore, in future be financed both from loan funds provided by General revenues and from the Railway revenues accumulated in the Railway Development Fund. The natural corollary to this position was the recommendation to separate the loan account from the block account of the Railway undertaking. The revised Convention takes effect from 1950-51, and hon. Members will find from the budget plans for 1950-51, that this decision has enabled us to take up development projects in the budget year which, otherwise, it would have been impossible to do.

7. I consider it necessary to make it clear here that even the new Convention does not bring about a complete separation of Railway from General Finance. The separation has reference only to Railway revenue and the expenditure chargeable thereto *vis-a-vis* the non-Railway (General) revenue and the expenditure chargeable thereto. It does not effect a separation of the ways and means parts of the two accounts. The Railways have no working balance of their own, whether opening or closing. General Finances act as the banker for Railways and the reserve funds of the Railways are deposited with their banker who is free to utilise them for his ways and means financing. General Finance, however, pays to the Railways interest on the balances accumulated in these reserve funds. This is a convenient arrangement, though it does involve a certain limitation on the freedom to draw upon these balances at their discretion which Railways might otherwise have. The latter, however, is a doubtful advantage. It is not proposed, therefore, to alter the existing arrangements in this respect especially as they are calculated to serve the larger interests of the country and to contribute substantially to the strengthening of the financial structure of the State as a whole on which ultimately the economy of the country including the Railways depends. After all, the State has a right to expect this from a State-managed undertaking, owned by it, and, what is more, the taxpayer is the ultimate beneficiary. There is no doubt that a deterioration in the ways and means position of the Government as a whole compels in certain years a re-adjustment and restriction of the railway programme of development and rehabilitation. But this cannot be helped.

8. The other reform, which I have been desiring to embark upon, as hon. Members are aware, is the re-grouping of the units of the Indian Railway system. There is need for establishing a smaller number of major units, for introducing a re-organization of the internal set-up of each unit, for pulling up standards of efficiency and for eliminating extravagance and effecting economy. The administrative pattern and the levels of maintenance and operation vary even now from one Railway administration to another. Federal financial integration, which will result in the taking over by the Government of India of

the ownership and management of a number of independent States Railways, each with its own peculiarities, has under-lined this need for regrouping and reorganization. The complete nationalisation of rail transport under one overall control from the 1st of April next gives us the opportunity for planning and carrying out a policy of uniformity in administrative pattern and financial control, a rationalization of workshop and other operational facilities and an improved standard of performance. The preliminary investigations for this purpose have been completed and a plan is in the making. It envisages the welding of the different systems into one co-ordinated railway undertaking, divided into as small a number of major zonal administrative units as possible, the determination of the zones having regard to operational efficiency and economy and, what is even more important, the economic inter-dependence of contiguous regions. The set-up of the Central Railway executive requires to be re-oriented as part of the new plan and, in doing this, we have to consider how far it would be practicable or desirable to separate the central co-ordinating functions which are of a technical character from those which are purely of an administrative nature. When the plan is completed, it is my intention to consult trade, industry and other concerned interests as also the Central Advisory Council for Railways, before the Government take a decision. It is obvious that, for evolving a scheme of this nature, which will so vitally affect the economic life of the country, it is important that it should carry the largest measure of public support.

9. I shall now pass in rapid review the financial position as it is, as disclosed in the completed accounts for 1948-49 and the revised estimates for the current year, and as it will be under the budget estimates for 1950-51.

The revised estimates of gross traffic receipts and ordinary working expenses for the year 1948-49 were Rs. 204·50 crores and Rs. 155·86 crores respectively. The actual receipts were better by Rs. 8·60 crores while the working expenses exceeded the revised estimates only by Rs. 4·55 crores. The actual surplus was thus Rs. 19·98 crores against the 15·83 crores anticipated in the revised estimates. Out of this surplus, a sum of Rs. 7·34 crores was paid to General Revenues and Rs. 84 lakhs to the Betterment Fund and the balance of Rs. 11·80 crores was added to the Depreciation Reserve Fund.

10. The Budget estimate of gross traffic receipts for the current year was Rs. 210 crores. It is now expected that, as a result of improvement in wagon turnround and loadings, there will be an appreciable increase in goods earnings despite a drop of Rs. 2 crores in earnings from parcels, military and other traffic. The net improvement in passenger earnings will be an increase of Rs. 50 lakhs over the figures of last year. The increase is entirely in earnings from class III, estimated at Rs. 1 crore, reduced by a short-fall of Rs. ½ crore in upper class earnings. The continuing downward trend in upper class travel coupled with the reduction in class I fares and the reclassification of accommodation introduced from 1st January, 1949 were contributory factors to the decline in upper class earnings. On a careful assessment of current traffic trends, the gross traffic receipts for the current year are now estimated at Rs. 225·15 crores.

The budget estimates for this year provided Rs. 159·03 crores under 'ordinary working expenses' but, as a result partly of stricter control over expenditure and partly of stringent economy measures introduced to ease the general ways and means position of the Government, it has been found possible to reduce the figure to Rs. 158 crores. There will be a saving of Rs. 39 lakhs under administrative charges, Rs. 231 lakhs under operating staff and Rs. 315 lakhs under miscellaneous expenses; but excess provisions of Rs. 212 lakhs under fuel, Rs. 180 lakhs under miscellaneous operating expenses and Rs. 90 lakhs under repairs and maintenance will reduce the savings to Rs. 1·03 crores. This figure does not, however, reflect fully the economies achieved as, within

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the reduced provision, additional train services have been introduced to relieve overcrowding and new concessions have been made to the staff in the shape of more liberal leave rules, provident fund benefits and the like. Further, an additional sum of Rs. 137 lakhs has had to be provided for facilitating the liquidation of outstanding claims, and the transport of coal by the more expensive sea routes has necessitated increased expenditure. In addition, a sum of Rs. 15 crores is being debited to revenue to relieve Capital and Depreciation Reserve Fund of the improvement and inflationary elements in the cost of the replacement programme of the year. In other words, the principle enunciated in the revised Convention has been applied in the current year to the extent possible primarily for the purpose of strengthening the Depreciation Reserve Fund and preventing overcapitalisation. After making these adjustments, the net surplus after payment of interest charges is estimated at Rs. 11·02 crores against the Budget anticipation of Rs. 9·44 crores. Out of this surplus, a sum of Rs. 7 crores will be contributed to General Revenues against the Budget figure of Rs. 4·7 crores, and the balance of Rs. 4·02 crores will be added to the accumulations in the Depreciation Reserve Fund.

11. In framing the Budget estimates for the year 1950-51, we have been confronted by some uncertain factors. The first of these is the difficulty in forecasting the future development of trade relations with Pakistan. It is also not easy to assess with any certainty the future import level which has to be regulated by our foreign exchange position from time to time. Movements of the price level in the case of essential commodities and their effect on goods traffic are also difficult to predict. Accurate data in respect of the railway lines we shall take over from the Indian States are also not available. It has, however, been considered safe to assume that the impact of the deterioration in the economic situation as well as the fluctuations in trade trends resulting from devaluation will find full expression in the earnings of the coming year. Cross traffic between India and Pakistan, which for the time being has been interrupted, might prejudicially affect revenues in the coming year. This will, of course, be offset by the earnings from the new Assam Rail Link, but the policy adopted for traffic carried by the Assam link may have to be related less to the economics of transport than to the economics of the freight moved. In the larger interests of trade and industry and of the stability of the price level, the freight rates have not been fixed on commercial principles alone. Passenger earnings will, it is anticipated, remain steady as the loss in passenger traffic with and through Pakistan is likely to be compensated by the specially heavy traffic to the Kumbh Mela at Haridwar. The fact remains that there are several indeterminate and unstable factors to take account of, and I consider it prudent to err in the next year on the side of a conservative estimating of revenue. The Budget, therefore, estimates the revenue from Indian Government Railways at Rs. 215·50 crores which is about Rs. 10 crores less than the revised estimates of the current year. The receipts from the States Railway lines which will be worked under Central control are estimated to yield another Rs. 17 crores, thus bringing up the figure of gross receipts of Indian Railways to Rs. 232·50 crores.

Working expenses for Indian Government Railways have been placed at Rs. 156·01 crores which is Rs. 1·99 crores less than the revised requirements of the current year. This has been found possible because the effect of economy measures introduced late in the current year will be fully reflected in the working expenses of the coming year. These reduced estimates, however, include provision for additional benefits to the staff sanctioned during the year amounting to Rs. 172 lakhs. A provision of Rs. 430 lakhs has also been made for the implementation of the Adjudicator's Award. As against these additional provisions, smaller expenditure is contemplated on maintenance of

track, buildings, quarters and the like and on repairs to locomotives. As a result of the special drive in the current year for the settlement of outstanding claims cases, it has been found possible to reduce the allotment under this head by Rs. 132 lakhs. As all States lines will come under the control of the Central Government, the provision for payment of worked lines has been reduced from Rs. 202 lakhs provided in the revised estimates of the current year to Rs. 33 lakhs. Working expenses of the States lines taken over are put at Rs. 10·58 crores, a figure which is based on the rough estimates obtained from the States. The bill for working expenses of the entire Indian railway system will, therefore, be of the order of Rs. 166·59 crores.

In terms of the revised Convention, General Revenues have to be paid a dividend of 4 per cent. on the capital-at-charge. The correct computation of the capital-at-charge, involving an investigation of the principles on which the capital structure of the Railway undertaking may be reconstructed, is a matter which requires careful investigation and discussion. To what extent there has been over-capitalization in the past is a problem, the solution of which bristles with more than ordinary difficulties. And if over-capitalization is established, it would be unreasonable in times of general financial stress, like the present, merely to write it down and thereby make the general financial position more difficult than it is. The issues arising will, however, require consideration at a more appropriate time when the general economic situation in the country has improved. The Convention Committee was not invited to tackle this problem owing to these obvious considerations. In view, therefore, of the present difficult budgetary position of the Central Government and of the fact that General Revenues have to make subventions to States and Unions of States during the transition period of 5 years to cover the budgetary gap created in their finances by the transfer of federal functions and revenues, including Railway revenues, to the Centre, I feel that it is only appropriate not only to defer the raising of any issue regarding over-capitalization now but to include the proforma capital-at-charge of the States' Railways also in the calculation of the dividend for the period indicated by the Convention. The whole position will however come under review in the 5th year as provided in the Convention. A sum of Rs. 31·85 crores has accordingly been provided under a separate demand entitled "Dividend payable to General Revenues", being 4 per cent. on the capital-at-charge as computed on the lines indicated above. The compulsory contribution to the Depreciation Reserve Fund will be Rs. 15 crores. After charging these amounts to Revenue, the surplus for the coming year is estimated at Rs. 14·01 crores. It is proposed to distribute this surplus as follows:

To the Railway Development Fund	10 crores
To the Revenue Reserve Fund	2·01 crores
To the Depreciation Reserve Fund	2·00 crores

12. For a proper appreciation of the allocations proposed, I should like to give hon. Members an indication of the position of each of these Reserve Funds. The new Development Fund, into which the old Betterment Fund will be merged, will be used for financing expenditure not only on passenger amenities, but also on labour welfare and on projects, which, though unremunerative, are necessary. This Fund will open the budget year with a sum of Rs. 14·06 crores to its credit, being the closing balance of the Betterment Fund at the end of the current year. During 1950-51, the Development Fund will receive credits of Rs. 44 lakhs, being the balance in the Betterment Funds of States' Railways, Rs. 53 lakhs being the interest on the balance in the Fund and Rs. 10 crores out of the estimated surplus of the year 1950-51. The withdrawal from the Fund will amount to Rs. 6 crores and the closing balance at the end of the budget year will be Rs. 19·03 crores.

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The Railway Reserve Fund re-named the Revenue Reserve Fund will be earmarked for utilisation for purposes of financing the payment of the prescribed dividend, if necessary, and to bridge the budgetary gap, if any, in the undertaking. Starting with a balance of Rs. 6·82 crores on the 1st of April 1950, the Fund will receive credits during the year as follows:

	Rs.
From the Revenue Reserves of States' Lines	1·27 crores
From Interest on Balances	0.29 crore
From net gain on the cancellation of the shares of the Mayurbhanj railway to be purchased	0·02 crore
From the estimated surplus of the budget year	2·01 crores

No withdrawals from the Fund will be necessary during the coming year and the closing balance of the Fund will, therefore, amount to Rs. 10·41 crores.

The amount to the credit of the Depreciation Reserve Fund on the 1st of April, 1949 was Rs. 101·57 crores. The normal contribution during the current year will be Rs. 11·58 crores, to which a further appropriation of Rs. 4·02 crores, out of the anticipated surplus of the year, has to be added. A sum of Rs. 10 crores has also been written back to the credit of the Fund by debit to Revenue, representing the inflationary element in replacement costs. Out of a total thus of Rs. 127·17 crores, it is estimated that a sum of Rs. 29·75 crores will be withdrawn in the current year on replacement account. The closing balance on the 31st of March 1950 will, therefore, stand at Rs. 97·42 crores. During the year 1950-51, there will be the following accretions to the Fund:

	Rs.
From the Depreciation Reserve Funds of States' Railways	7·29 crores
From interest on balances	3·30 ,,
From normal annual contribution	15·00 ,,
From additional contribution from the estimated surplus of 1950-51	2·00 ,,

After allowing for a withdrawal of Rs. 20·24 crores, the closing balance of the Fund on the 31st of March, 1951 is estimated to be Rs. 104·77 crores.

In the light of the analysis given above, I trust hon. Members will agree that the present position of the Depreciation Reserve Fund is satisfactory. Even if the entire accumulations to the credit of the Fund at the close of the budget year are expended in the remaining 4 years of the Convention period at the rate of Rs. 26 crores per year—which will be Rs. 4 crores more than the figure of the annual contribution of Rs. 22 crores recommended by the Indian Railway Enquiry Committee—there will still be left in the Fund a sum of at least Rs. 60 crores at the end of the period, being the total of the minimum annual contributions payable during the period.

[Mr. Deputy-Speaker *in the Chair.*]

13. Before proceeding to deal generally with works expenditure, I should like to refer at this stage to the completion during the current year of the Assam Rail Link. Its importance from both the economic and the political angle can hardly be overstressed. As hon. Members are aware, partition isolated the province of Assam and the northern districts of Bengal from the rest of India so far as through rail communication was concerned. The economic life of these areas came to depend on the goodwill of the Pakistan Government in continuing the free use of transit facilities through East Bengal. This was a risk which, the Government decided early, should not be allowed to remain for long. The Assam through rail link was, therefore, planned in the

year 1947 and work commenced on it in 1948. It was anticipated that under optimum conditions, the project would be completed by the 1st of April 1950, but as a result of the uncommon energy and skill displayed by our railwaymen, both engineers and other workers, in difficult and unhealthy terrain, the line was completed and opened to goods traffic on the 9th December, 1949 and to passenger traffic on the 26th January, 1950, the Republic Day. This achievement was timely in enabling us to deal with the transport difficulties created by Pakistan action in recent months. The original plan was to build up the capacity of the line for carrying traffic gradually; but in view of the Pakistan Government taking one step after another for the purpose of creating economic difficulties for India in this region, and holding up traffic in transit, both rail and waterborne, it became necessary to step up the capacity of the link rapidly to carry all traffic between Assam and the rest of India. I am glad to say that, despite teething troubles in bringing a new line into use, traffic movements have been so regulated and organised as to avoid any serious injury to the economy of Assam or Bengal. I am sure the House will join with me in paying a tribute to the Railway engineers and men who have made this achievement possible.

14. The budget estimate of works expenditure in the current year covering the rolling stock programme, acquisition of machinery and open line works, was Rs. 62·35 crores, against which the provision in the revised estimate is Rs. 55·60 crores. The reduction has had to be made as a result of compelling considerations of economy to ease the ways and means position of Government; but the investigation undertaken in this connection furnished an opportunity for examining the projects in progress and reviewing their urgency and necessity. As a result, the Burwadih-Sarnadih project, which was initiated for the benefit of the coal-field area, has now been abandoned, as the development of the area, it was intended to serve, has not yet made any progress. The bridge over the Ganga at Mokameh has also been postponed until the alignment of the bridge is finally decided on. Other important projects which have had to be postponed for reasons of economy are the high level bridge over the Mahi at Sevalia and the establishment of a Central Railway Staff College at Baroda. It is, however, hoped that it would become possible to start the college during the coming year. The provision for the Assam Rail Link and the Chittaranjan Locomotive Works has not, however, been disturbed. The provision for passenger amenities has actually been increased by Rs. 25 lakhs to Rs. 1·75 crores. None of these adjustments is, however, likely to interfere with operational efficiency or the programme of providing amenities to the public.

15. The position of the works programme in the year 1950-51 will, however, be somewhat difficult. A sum of Rs. 36·5 crores only has been allocated for financing the capital programme of Indian Government Railways against a sum of Rs. 62·35 crores provided in the current year. This has naturally involved a considerable curtailment of the rehabilitation programme which Railways had originally estimated for. But care has been taken to ensure that projects which are essential for the maintenance of operational efficiency are not unduly affected. Rs. 150 lakhs have, therefore, been provided for payments that will come to be made in the coming year in connection with the Assam Rail Link and Rs. 423 lakhs have been allotted for getting on with the factory for the manufacture of locomotives at Chittaranjan. The constitution of the new Railway Development Fund for financing projects which are necessary in the economic interest of the country, but are unremunerative in the first instance, has, however, enabled us to undertake two important projects, namely the construction of a metre gauge link between Kandla and Deesa and the provision for adequate ferry and other arrangements at the Manihari-Sakrigali Ghat. The first is vital for connecting the new Major Port at Kandla with northern India, a development which is expected to compensate us for the loss of the port of Karachi. The second is calculated to augment the transhipment capacity of

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the ghats referred to for enabling the proper handling of all traffic to and from Assam and is obviously necessary for the purpose of getting the maximum results by intensive use of the Assam Rail Link. A provision of Rs. 1 crore has been made for each of these two projects in the coming year.

16. While it has been possible to prevent the curtailment of the capital programme of the budget year from causing serious detriment to operational efficiency, the second phase of rehabilitation on an extensive scale envisaged earlier has necessarily had to be slowed down. Considerable improvement in the power position has, however, been effected in the current year. A certain amount of rationalization and renovation of workshop capacity has also been achieved. Unfortunately, it has not been possible, however, to maintain the pace of progress within the reduced allotment. The total provision for the next year for the programme of replacement of rolling stock is Rs. 14·92 crores of which only Rs. 3·19 crores will be available for new works, Rs. 11·73 crores being required for works in progress. The original proposal for the budget year was to place orders for 291 locomotives, 240 boilers, 868 coaches and 7972 wagons in 1950-51 and this was approved by the Standing Finance Committee for Railways in August last. The programme has, however, had to be reduced to provide for the replacement only of 35 locomotives, 160 boilers, 407 coaches and 1016 wagons. This curtailment will undoubtedly affect the pace of progress towards the target set in the original rehabilitation plan but it could not be helped in view of the limited funds available.

17. My appreciation of the financial position would not be complete without a brief reference to the dollar loan taken by the Government from the International Bank of Reconstruction and Development for financing the purchase of rolling stock and other equipment from the dollar area. For overtaking the heavy arrears of rehabilitation, which had accumulated as a result of the war and the aftermath of partition, large orders for locomotives and other equipment had to be placed in the U.S.A. and Canada. It was found that our dollar earnings during the current year would not be adequate for financing our payments in connection with these orders and the question of finding dollars in America became urgent. We applied, therefore, for a loan from the International Bank. An expert commission from the Bank made a complete technical and financial examination of our Railways and on their report the Bank finally agreed to provide the necessary dollar finance. As to the terms and conditions of the loan agreement, there is nothing for me to add to the very full and comprehensive statement which on the 29th November, 1949, my hon. colleague, the Finance Minister, made to the House. The loan for Railways amounting to 34 million dollars is being utilised for financing the purchase of 418 locomotives, 26 boilers and certain spare parts, the deliveries of which will be completed before the end of this financial year.

18. As a result of the review that has been carried out of our freight structure, we introduced in the latter half of 1948-49, a measure of rationalization, which has been in operation during the whole of the current year. I am aware that there has been some criticism of the policy behind the revised freights, but, generally speaking, the Chambers of Commerce in the country appear to be satisfied that the changes made serve the larger interests of trade and industry. Despite the mounting costs of operation, we have found it possible to continue the rates of passenger fares in force previously with one exception. Hon. Members are aware that the abolition of the old Second Class from the 1st January, 1949, was neither popular nor did it make any addition to railway revenues. While the original intention was to have only three classes, with provision for sleeping accommodation only in the First Class, we were soon compelled to introduce sleeping accommodation for Class II also

in special coaches on payment of a surcharge. This arrangement was neither satisfactory, nor financially remunerative, and, with the concurrence of the Central Advisory Council, it was decided to revert more or less to the previous system of 4 classes with effect from 1st December, 1949. The fare for the new Class II (Special) has been fixed at 14 pies per mile. I have reason to think that the arrangements introduced on the 1st of December last have met with public approval, but it is too early to say what effect this will have on revenue trends and on the pressure of accommodation in Class II (ordinary). The position is, however, being carefully watched.

19. I shall now turn to the operating aspects of our Railways—a subject in which hon. Members of this House and the public outside have always shown an even greater interest than in the details of the financial picture. This is only to be expected as transport is a factor which affects all sectors of our economic life. Shortages in the availability of transport in the past and all that they brought in their wake have been the target of criticism. I referred to this subject at some length in my budget speech last year and indicated that it was essentially a question of the adequacy of power, rolling-stock and capacity. I am glad to say that our power position has improved very considerably in recent months, mainly as a result of the coming into use of a large number of locomotives. 447 broad gauge and 51 metre gauge locomotives have been received during the period between the partition and the 31st of January, 1950. The delivery of another 209 broad gauge, 156 metre gauge and 20 narrow gauge locomotives is expected to be completed in the course of the coming year. As I indicated earlier, it has not been possible, on account of financial stringency, to provide for normal replacement of locomotives in 1950-51. It became necessary, therefore to take special steps for securing the spares position for keeping existing locomotives in efficient operation. A special mission of officers, was, therefore, deputed to Europe to establish contacts with manufacturing units and to negotiate rate contracts for the manufacture and supply of spares for the obsolescent types of locomotives, which we have perforce to retain in use temporarily. The mission returned after entering into satisfactory arrangements with firms in Europe for the supply of the spares required for the next 2 years. It is expected that, as a result, it will be possible to avoid the adverse effects of the suspension of the normal replacement programme in the coming year.

20. Our project for the manufacture of locomotives in the country is making good progress. A technical aid agreement has been concluded with the Locomotive Manufacturing Company of Great Britain through the British Locomotive Manufacturers Association. Under this agreement, the company will make available advice, technicians and skilled supervisory staff for service at Chittaranjan and will also provide facilities for the training of the required number of Indian technicians in the factories of member firms of the Company. The targets of production at Chittaranjan, which have been agreed on, will be 3 locomotives in the year 1950, 33 in 1951, 45 in 1952, 66 in 1953 and 90 in 1954: the subsequent annual production will be of the order of 120 locomotives per year. The output targets could have been stepped up but this would have been at the cost of the attainment of self-sufficiency in the manufacture of the parts and components which are assembled in a locomotive. At the end of 5 years, we would be turning out locomotives entirely of Indian manufacture, except for such few proprietary fittings as Indian industry is unable to supply. Chittaranjan itself is being developed into a modern township, self-contained in respect of all requirements, with shops, schools, dispensary, playground and other social amenities. All houses in the township will have electricity and a continuous supply of filtered water and will be served by water-borne sewage arrangements. When completed, it will be a model labour colony in the country.

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21. The wagon position on the broad gauge is now a great deal easier but from the operational as well as the financial points of view it would be imprudent to allow the replacement programme of 3250 wagons per year to get into heavy arrears. We can slow down the programme for a year but no longer. The wagon position on the metre gauge is unfortunately unsatisfactory. Our present deficiency is of the order of 4000 wagons. Our requirements for the metre gauge have also increased as a result of the opening of the Assam Rail Link and the intensive traffic which it has to carry. We have been able, however, to make a provision for the purchase of about 1,000 metre gauge wagons in the coming year. The availability of coaching stock has, however, been far from satisfactory and has to be increased. Mainly with the object of relieving overcrowding in passenger trains, it had been planned to obtain as many coaches as the financial position and productive capacity in the country made possible. Accordingly orders for 350 coaches were placed during the current year—100 with the Hindustan Aircraft Ltd. and 250 with the Wagon Manufacturing Panel. While the Hindustan Aircraft Ltd. have supplied 50 coaches within the current year, no supplies are likely to be received from the Wagon Manufacturing Panel until next year. A provision for 407 coaches has therefore been made in the estimates for the budget year. Of these, 50 will be from Messrs. Schlieren of Switzerland, to a design which provides wider seats, more leg room, better lighting, wash basins, mirrors and insulation against heat. 150 coaches of an interim design providing similar amenities will be obtained from Hindustan Aircraft Ltd. and 207 from the manufacture in the Railway workshops. An agreement has been entered into with Messrs. Schlieren a Swiss firm of specialists in this line, for establishing a factory for manufacturing an all-steel light weight integral type of coach. This type will dispense with underframes and will be mounted on bogies. It will secure considerable economies in the consumption of steel and, what is more important, will be anti-telescopic. The agreement provides for obtaining from this specialist firm all the technical advice and assistance for a factory for the mass production of these coaches. It has been decided that the factory should be established at Bangalore as a self-contained wing of the Hindustan Aircraft Ltd., suitably equipped and adequately staffed. The building of the factory will be taken in hand in the coming year. The production of this new factory, when completed, will go a considerable way towards meeting the normal annual replacement programme, and existing arrangements will have to be continued even after the establishment of the factory to overtake the heavy arrears that have accumulated. The bottleneck in the existing arrangements has been the production of under-frames on which coaches are mounted. In spite of the existence of adequate capacity, fabricating firms concentrate on more remunerative work to the detriment of production of under-frames. We are, therefore planning to establish an under-frame manufacturing unit ourselves.

22. On a review of the adequacy of existing workshop capacity, it had been decided to establish two new major workshops, one on the broad gauge and the other on the metre gauge. Financial provision for proceeding with this project in the current and coming years not being available, a further examination was undertaken with special reference to the capacity which will from the 1st April next become available on the integration of the Indian States' Railways with the Centre. As a result, it is now proposed to rationalize workshop capacity, to modify the layout of existing shops and to introduce new productive methods for a fuller utilisation of installed capacity. We have been assisted in this process by the availability of good machine tools and equipment in the consignments received as reparations from Germany. Along with the import of essential spare parts to which reference has already been made by me, workshops can now be more fully employed to overtake the heavy arrears of maintenance and overhauling. The manufacturing in these workshops of new

coaches has also been stepped up and in the period between 1st April and 31st October, 1949, 302 new coaches in terms of four-wheelers were completed, compared with 172 in the corresponding period of last year. The monthly average out-turn of locomotives, coaches and wagons repaired in railway workshops increased to 172, 1,527 and 6,353, as compared with 145, 1,273 and 5,292 in the year 1948-49.

23. The programme for machinery and plant approved by the Railway Standing Finance Committee in August, 1949, was for a sum of Rs. 99 lakhs only. In view of the alterations which I have mentioned above, this provision has now been increased to Rs. 3·20 crores with the approval of the Committee with a view to enable us to acquire reparation plant and equipment to the extent of availability.

24. The more comfortable power position would have proved less effective than it has actually done had it not been for the general recovery in the operating efficiency of the Railways. According to the composite index of operating efficiency prepared by our Economic Adviser, the broad gauge railways have recorded a steady improvement from the nadir that they touched in 1946-47. The performance for the first six months of the current year shows a further improvement over last year of 3 per cent. on the broad gauge and 4 per cent. on the metre gauge railways. As 15 factors relating to different aspects of railway working enter into this index, these increases represent a commendable improvement in operational efficiency. It is this that has made it possible for railways to move a volume of traffic which in certain respects has broken all past records. As hon. Members will find from the Railway Board's report for 1948-49, the number of passengers and passenger miles in that year were the highest ever touched on our railways. The strain borne by the railway is, perhaps, better indicated by the ratio of traffic carried per route mile. As compared with the pre-war year 1938-39, the passenger miles per route mile have increased in 1948-49 from 590,000 to 1,630,000 on the broad gauge and from 410,000 to 920,000 on the metre gauge; so also the net ton miles per route mile have risen from 880,000 to 1,350,000 on the broad gauge. The number of trains running per track mile attained the all-time record figure of 16·1 over the broad gauge this year. The figures available for the first six months of the current year indicate even further increases. The passenger miles are up by 2·73 per cent. on the broad gauge and by 1·39 per cent. on the metre gauge as compared with the corresponding figures for the previous year. We have run 4 per cent. more train miles on broad and metre gauge passenger services. The number of goods train miles is 19 per cent. more on the broad gauge and 9 per cent. more on the metre gauge, as compared with what we operated in the first half of 1948-49. The net ton miles carried disclose an increase of 19·6 per cent. and 16·4 per cent. respectively on the broad and metre gauge systems. The loading position illustrates even more strinkingly our increased capacity to handle traffic. The freight awaiting despatch on the broad gauge railways in November, 1949 was less than half a day's loading against two days' loading in November 1948. The turn-round of wagons had improved to 10·87 days in November 1949 against 12·97 days in the corresponding month of the previous year. The tonnage lifted in the first nine months of the current year was 15·5 per cent. more than what was moved in the corresponding period of 1948-49.

25. Passenger services which had attracted considerable comment last year have also recorded perceptible improvement. The punctuality figures tell the story. The percentage of trains not losing time on the different railways varied from 53·4 per cent. to 86·5 per cent. in November 1948. During 1949, the percentages had risen from 61·1 to 91·9. The reduction of overcrowding in passenger trains has been constantly under examination. There is obviously considerable leeway yet to be made up and it will be some time before the position improves substantially. Some improvement, however, has been made

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by the introduction of 127 new trains and the extension of 88 existing trains. Express trains for Class III passengers only, called the 'Janata' Express, have been introduced on the E.I., E.P., G.I.P., B.B. & C.I., S.I. and O.T. Railways between important places.

26. The provision of passenger amenities continues to engage the closest attention of the Railway Administrations. I am sure the House will appreciate that the problem of raising the standards of earlier constructions both of station premises and coaching stock cannot be resolved overnight. A special committee of 3 engineers appointed for the M. & S.M. and S.I. Railways submitted a valuable report in this connection which is under consideration. A 5-year plan with a minimum provision of Rs. 3 crores a year will commence working from the budget year. Despite a heavy reduction in other programmes of expenditure for reasons of economy, the allotment provided for passenger amenities in the current year has not been interfered with. On the other hand, clear directions have been issued periodically to Railway Administrations to give top priority to amenity works. As a result, the budget provision of Rs. 1·5 crores for the current year is likely to be exceeded by Rs. 25 lakhs. A pamphlet on passenger amenities detailing the steps which have been taken and which are under contemplation is being circulated to hon. Members along with other budget literature.

27. The enormous delays in the settlement of claims had, in the past, aroused a large volume of discontent with Railway Administrations. A special drive was initiated on the 1st January 1949 to improve matters. On that date, there were no less than 163,425 unsettled claims cases. Within 8 months, the figure had been brought down to 64,959, representing only three months' intake of new claims. Simultaneously, steps have been taken to reduce the number of claims preferred by exercising stricter control over the processes which give rise to these claims. A publicity campaign launched on a country-wide basis to seek the co-operation of the public in improving standards of packing, labelling and marking of consignments, which will assist both industry and Railway Administrations, is also bearing fruit. As a result of the cumulative effect of these measures, the number of fresh claims preferred in the first eight months of 1949-50 had dropped to 249,460 from 421,840 in the corresponding period of 1948-49.

28. The procedure for the booking of goods has also been simplified by the elimination of risk notes. Under the simplified system, the lower rate at owner's risk will automatically apply to all consignments unless the consignor elects in writing in the forwarding note at the time of booking to pay the higher rate. In either case no separate risk note is to be executed. Another modification of the Indian Railways Act, long over-due, related to the payment of compensation for death or injury in accidents. Government have now been statutorily empowered to appoint a special Claims Commissioner who will observe such summary procedure as he deems fit for the disposal of claims and is authorised to make interim payments in deserving cases pending determination of the final amount.

29. The record of Indian Railways for avoidance of accidents has stood high and compares favourably with the records even in countries like the U.S.A. and the U.K. It is unfortunate that, during the last two months, there have been one major and two minor accidents. The major accident at Sirhind on the E.P. Railway resulted in heavy loss of life. The magnitude of this disaster has caused great distress. We could only take such steps as provision of medical aid, quick settlement of compensation claims and grant of interim relief to abate the suffering of the survivors and the families of the dead. Hon. Members will appreciate, however, that the safety of railway operation depends

mainly on the efficiency of the mechanical and human elements employed. Sometimes the one and sometimes the other fails, and this results in an accident. All the usual precautions are taken, but accidents cannot be entirely eliminated. We can only endeavour to keep their occurrence at the minimum possible. Judged by the record of other comparable railway undertakings, the measures taken on our railways for the safety of passengers must be considered to be satisfactory.

30. I referred last year to a scheme evolved by the Railway Board in consultation with the head of the Special Police Establishment and General Managers of Railways for co-ordinating the endeavours of the Special Police and Railway Administrations for eradicating corruption. The important feature of the scheme was the setting up of an organisation on each Railway for the prevention, detection and departmental investigation of corruption. The E. P. Railway set up an organisation which was considered to be a model one, and a memorandum describing the organisation, its functions and the steps taken to check corruption as well as the results achieved was circulated to all other Railways. Action has been taken on a number of Indian Government Railways to implement this scheme and departmental machinery has been organised for this purpose. The following figures relating to the working of the Special Police Establishment will be of some interest to hon. Members:

No. of cases investigated	1,064
No. of cases sent up for trial to Courts or Tribunals	394
No. of persons convicted	307
No. of persons acquitted	220
No. of cases refered back to the Railway Administrations for departmental action	165
No. of Railway Gazetted officers implicated	47

31. In my budget speech last year, I referred to the steps that were in train for a reorientation of railway statistics for the purpose of helping in better management and in the promotion of efficiency. This question has acquired added importance in view of the impending integration of the Indian railway system. It is necessary that the efficiency of operation and the effectiveness of financial control in the different administrative zones that will come into existence should be founded to a large extent on accurate and regular statistical returns and on their correct technical and economic interpretation. Rationalisation in this respect was, therefore, undertaken recently. Unnecessary returns have been eliminated and those retained have been modified to give only essential information for purposes of co-ordination and control. Hon. Members should have noticed one result of these special steps. The annual Administration Report of the Railway Board for 1948-49 has been published this year much earlier than at any time during the last 20 years. Along with the budget papers, a small booklet containing a number of charts on various aspects of railway working is also being circulated to hon. Members, which, I am sure, they will find interesting.

32. The need for an intensification and expansion of the activities of the Research Organisation both in the technical and in the economic field has not been overlooked though, I must confess, it has not been possible to extend these activities as much as I should desire. In the field of technical research, the Central Standards Office has been engaged in the all important work of the standardization of the types of locomotives for use on Indian railways. As a result of this effort, we have adopted about half a dozen types for future manufacture. The new W. P. locomotives, though built in the U.S.A. and Canada, were as a matter of fact, designed in our Central Standards Office. Some of the locomotives built on this design which have been received from America have

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exhibited certain teething and other troubles mostly of a minor character. The rectification of these has either been done in our own workshops or has been taken up with the manufacturers in America and our Consulting Engineers in London. The performance of these locomotives has been magnificent and they have been reported by our railway experts to be the most economical and efficient type so far used in this country. Some of the features of the boiler design have attracted special attention in the U.K. and in America, among the users of steam locomotives. Fuel economy is a very important factor in railway operation and attention has, therefore, been focussed on fuel research. The results have been encouraging and considerable economy in fuel consumption is being progressively effected. The Research organisation is also engaged in evolving improved designs of permanent way components, bridges and structures. The design of the new all-steel welded coaches is again being prepared by our officers in the Central Standards Office in collaboration with the technical experts of Messrs Schlieren of Switzerland.

Plans are now under preparation for a reorganisation of the Central Standards Office to equip it more adequately for handling technical problems connected with railway operation. These plans provide for the association of technical experts in other scientific organisations with the railway experts and the provision of observers to keep in close touch with developments in foreign countries.

33. I referred last year to the importance and urgency of economic research on problems of rail transport and to the modest start proposed to be made during the current year. Certain problems of immediate interest to the railways are under detailed investigation and study by the Economic Adviser attached to the Ministry. The results of the investigation he has so far completed have placed in our possession facts and evaluations not previously available. I hope to be able to have these studies published in suitable form as they should be of value to those interested in obtaining a clear understanding and appreciation of the varied activities of the transport industry.

34. I have given an indication already of the fact that the relations between railway management and railway labour have, since last I dealt with the matter in this House, entered a new phase of friendly and beneficent co-operation. When I presented the budget for the current year, I referred to the then impending possibility of the All India Railwaymen's Federation deciding to call a strike of railwaymen all over the country and expressed the hope that, in view of the friendly negotiations which were then proceeding between me and the President of that Federation, good sense would ultimately prevail and the decision would be against a strike. Subsequent events have, as hon. Members are aware, justified my expectations. The actual decision of the Federation was not only against the strike it took disciplinary action against Unions affiliated to it which had taken, or proposed to take, action in contravention of its directive. This, coupled with the strong action that Government took against Unions and individual railwaymen who made sporadic attempts at bringing about a strike and with the support of other non-Federation labour unions, averted the creation of a situation on the railways which otherwise would have paralysed economic life in the country. In the further negotiations that took place between the representatives of labour and myself, agreement was reached on evolving a machinery by which outstanding issues could be resolved after appreciation at joint discussions of each other's view-points and difficulties. A Joint Advisory Committee was accordingly set up with 4 representatives each of labour and the Railway Board with a chairman nominated by the Ministry of Labour. Amongst the four labour representatives is one representing railway labour not affiliated to the All India Railwaymen's Federation. As a result of the deliberations of this Committee which are

continuing, many of the anomalies arising out of the application of the C.P.C. scales are being gradually removed. Legitimate grievances of labour other than those which come under the description of these anomalies are also being separately redressed. Apart from these developments, the conditions of employment have been gradually liberalised and improved. The House might be interested if I here refer to some of the major steps taken in this direction. In accordance with the recommendations of the C.P.C. substantial improvements in pay scales had already been effected. The leave rules have since been liberalised, and temporary railway servants with one year's continuous service have been given the same terms as are applicable to permanent employees. The method of calculating leave salary has been revised. The Provident Fund scheme has been extended to the lower categories of railway employees, whether permanent or temporary. Though the Central Pay Commission had not made any recommendation on this matter and labour also had not raised the specific issue, it was considered only just that the insurance against old age and calamity which a provident fund provides should be extended to all railway employees. Daily-rated employees in railway workshops have now been brought on to monthly rates of pay which, in the majority of cases are higher than the scales recommended by the Central Pay Commission. The conditions regarding over-time work and holidays have been standardised. The financial effect of all these and other measures of liberalisation of terms of employment is of the order of Rs. 52 crores against which a sum of Rs. 19 crores representing savings in grain-shop working should be set off, the net addition being Rs. 33 crores to the wage bill as it was before these revised terms were sanctioned. A brochure giving full details regarding labour is being circulated along with the budget papers to give hon. Members a fuller picture of how railway labour is being dealt with in regard to work, wages and welfare. The total number of workers on Indian Government Railways alone has increased from 6,41,000 in 1938-39 to 8,50,000 in 1948-49 while the wage bill went up during the same period from Rs. 35 crores to Rs. 107 crores. Against the increase in strength of 30 per cent. the increased wage bill is nearly 300 per cent. of 1938-39. The average cost of staff per head was Rs. 547 in 1938-39; it had increased to Rs. 1,265 at the end of 1948-49. Our statistical returns however, show, that the productivity of railway labour measured by the yardstick of train miles, vehicle miles, gross ton miles and traffic units fell from 100 in 1938-39 to 69·38 in 1948-49. Not only has this decline to be arrested but labour should look up and make an active effort rapidly to regain the pre-war level of per capita productivity.

35. Need I emphasize that it has been the constant endeavour of the Government to deal with railway labour not only justly but generously and indeed to set an example in this respect for other industrial undertakings? We have plans for the greater association of labour wherever possible in the administration of this nationalised undertaking. I, for one, have no doubt that, with the reorientation in the attitude of the railway undertaking towards its workers of all grades and its increasing positive efforts to ameliorate their service conditions, a sense of greater responsibility and a healthy pride in the work they perform is finding increasing expression in the workers themselves. The railways belong to the workers in a very real sense and the quantum and quality of the public service rendered is almost entirely in their hands. I look forward with confidence to labour rising to the height of the opportunities that are open to it and putting forth its best in increasing both outturn and efficiency.

36. I think a few words are necessary from me as regards the deterioration in the economic and political relations with Pakistan which has developed in recent months and the effect this has had on movement of traffic. Soon after partition, the Pakistan railways stopped accounting for through goods and coaching traffic and crediting Indian Railways with their share of the earnings from such traffic. An amount of Rs. 54 lakhs was outstanding in respect of traffic

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up to December 1948. The question was raised by us at an Inter-Dominion Conference held in Delhi in April 1949, and it was agreed at the suggestion of the Finance Minister of Pakistan that a special meeting of railway officers of the two countries should be held in Karachi to arrive at a settlement of India's dues. At this meeting over which the Finance Minister of Pakistan himself presided, the Pakistan Government agreed to pay provisionally a sum of Rs. 20·5 lakhs being the net amount claimed by Indian Railways on Pakistan traffic up to 31st December 1948. Both countries also agreed that the system of "paid to-pay" booking should be introduced for inter-Dominion traffic. The Pakistan Government, however, proposed that inter-Dominion coal traffic should not be dealt with under the "paid to-pay" system. Their main object in making this proposal appears to have been to hold back sufficient money to counter balance their share of cross traffic which was apportioned by India and which could not, by the very nature of it, be brought under the "paid to-pay" system. As there was no justification for the suggestion that we would not pay their share of earnings from cross traffic and as there was no logic or reason in favour of excluding coal from the operation of the "paid to-pay" system, we declined to accept their proposal. In the middle of September 1949, the Indian rupee was devalued, but the Government of Pakistan decided not to devalue the Pakistani rupee. They thereafter asked us repeatedly to collect their share of freights and fares on through and cross traffic according to the new exchange ratio fixed by them even though in respect of such traffic originating in Pakistan freights and fares continue to be collected at the old rates. We declined to agree to this, but suggested, in order mainly to overcome the difficulties created by the exchange position, that the "paid to-pay" system should be introduced immediately in regard to coal traffic and that in regard to other traffic such as passenger and cross traffic the existing procedure should continue. The Government of Pakistan insisted, however, that, unless coal was excluded from the "paid to-pay" system, a deposit of Rs. 10 lakhs every month in advance in Pakistani currency should be made with the East Bengal Railway to meet their claim on all cross traffic. We refused to agree to making this deposit. The "paid to-pay" system was, however, introduced with effect from the 6th November 1949 in respect of all traffic including coal traffic, though the Pakistan Government entered a caveat against it.

37. The new "paid to-pay" system was working satisfactorily after its introduction, but, in the middle of last month, the Pakistan Government informed us all of a sudden that they had decided to stop all through booking of passengers and luggage to and from the East Bengal Railway and cross traffic over that Railway from the midnight of 19-20th January 1950, and that passengers and luggage would have to get rebooked from the Pakistan border stations. Before taking corresponding action on our side, we again explained to the Government of Pakistan that their suggestion regarding a deposit was inappropriate and unacceptable and that the normal procedure regarding financial adjustment of inter-Dominion traffic should continue to operate. As Pakistan would not reconsider their decision, we stopped their cross traffic over the E. I. Railway with effect from the 22nd January 1950. The action of the Pakistan Government in this connection would have caused great dislocation to traffic relating to India had the Assam Link not been completed and arrangements had not been made to carry all traffic to and from Assam over that line.

38. Towards the end of December 1949 it came to notice that the Haldibari-Siliguri section in Indian territory which, in terms of the agreement entered into with Pakistan at the time of partition, which was being worked by the East Bengal Railway was not being worked satisfactorily. The Pakistan authorities were levying a surcharge on all traffic including paid traffic and had also hoisted their flag in our territory on installations belonging to us. In these

circumstances, we decided to give notice to the Government of Pakistan of the termination of the agency arrangements. The section was, at the end of the period of notice, taken over by Indian Railways and has since been converted from broad to metre gauge. The Pakistan Government have similarly assumed control of sections which were under the management of Indian Railways.

39. These developments indeed have been unfortunate, but the Government of India had no alternative to the steps they had to decide on. We fully appreciate the difficulties to which passengers from Indian Railways to and through the East Bengal Railway and *vice versa* are being put as a result of the suspension of through booking, and we have taken and will continue to take whatever action is possible to mitigate inconvenience and hardship. On our part, we have always been willing to discuss the issues and come to an understanding with the Government of Pakistan in order to restore normal conditions of booking of both goods and passenger traffic, but the intransigence of Pakistan stands in the way of such an understanding.

40. To the Railway Board and to officers and men working under their control all over the country, I desire to convey my appreciation of the hard work they have done during the year that is passing and the healthy spirit in which generally they have tackled their respective duties. I do not say this merely as a matter of convention. They know that nobody is keener than I am that they should render an account of themselves which the nation will regard as worthy of the best traditions of a public utility service. The response which they have made to stimuli from the Centre for improved efficiency in every respect has been heartening and has sustained me in the faith that I have in their capacity and patriotism. I trust that this tribute from me will go forth to them with wholehearted endorsement from the House I wish to acknowledge also my debt to hon. Members who are members of the Railway Standing Finance Committee and the Central Advisory Council for Railways. They have, as representatives of this House and the nation outside, exhibited an alert watchfulness over public interests which has throughout been of the greatest help to me and the Railway Board.

41. My annual tale is ended. It must have been wearying to hon. Members to listen to. The telling of it has, however, given me the opportunity of conveying to the House my feeling of satisfaction with the present condition of this magnificent national asset, and I do hope that hon. Members will share this satisfaction with me. Indian Railways are doing well and will do better.

The House then adjourned till a Quarter to Eleven of the Clock on Wednesday, 22nd February, 1950.